The Literary Digest

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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This is the Verdict on No-Rim-Cut Tires

After selling half a million Goodyear No-Rim-Cut tires, these are the facts as we find them:

Last year our tire sales trebled—jumped to $8,500,000. Yet No-Rim-Cut tires, during most of the year, cost one-fifth more than standard Clincher tires.

This year, sixty-four leading motor car makers have contracted for Goodyear No-Rim-Cut tires.

At the big Automobile Shows held this year, up to this writing, more pneumatic-tired cars were equipped with Goodyears than with any other make.

Among Goodyear customers, No-Rim-Cut tires outsell our Clincher tires almost six to one, now that the price is equal.

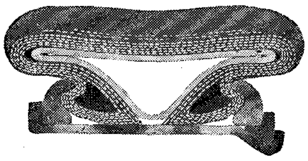
All of which shows that men who know are demanding No-Rim-Cut tires. The day of the Clincher is ending.

How They Cut Tire Bills in Two

Rim-Cutting Impossible

It is utterly impossible to rim-cut a Goodyear No-Rim-Cut tire. We have sold half a million to users. We have run the tires deflated in a hundred tests—as far as twenty miles. In all this experience there has never been a single instance of rim-cutting. And there never can be one.

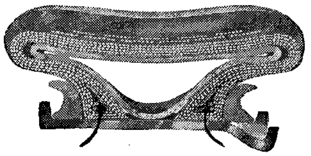
All this worry and expense is ended forever when you adopt Goodyear No-Rim-Cut tires. Let us explain.



Here is the clincher tire as we and others make it. The picture shows how these tires are fitted in any standard rim for quick-detachable tires. Also in demountable rims.

In using these tires the removable rim flanges must be turned to hook inward—as shown in the picture—to grasp hold of the hook in the tire. These tires are called "clinchers" because they hook into the flange. That is how the tires are held on.

When the tire is deflated, note how that thin rim flange digs into the tire casing—forced by the whole weight on the wheel. That is what causes rim-cutting, even when the tire is but partly deflated. In case of a puncture, the tire may be wrecked beyond repair by running a single block.



The 126 Braided Wires

Here is a Goodyear No-Rim-Cut tire fitted in the same standard universal rim. This tire has no hooks on the base. It does not need to be hooked into the rim flange. So the removable rim flanges are turned to hook outward. The rounded edge comes next to the tire, and rim-cutting is utterly out of the question.

The hooks were used because no man knew how to make an unstretchable tire base practical and safe. To prevent the tire from stretching over the rim we had to hook it into the flanges.

We get rid of this need by vulcanizing into the tire base 126 braided piano wires—63 on each side. This makes the tire base unstretchable. Nothing can force the tire off the rim. But, when you unlock and remove the rim flange, the tire comes off in an instant. There is no prying out as with clincher tires, where the hooks "freeze" into the flanges.

When the tire is inflated these braided wires contract. The tire is then held to the rim by a pressure of 134 pounds to the inch. It is so secure that no tire bolts are needed—none are used.

We Control It

These many braided wires which contract under air pressure, form the only practical way to make an unstretchable tire base. And we control this feature by patent. Many other methods have been tried and discarded. This one alone has made the hookless tire practicable.

We recommend the clincher tire—as do others—where the braided wire base can't be used. But these braided wires perfectly solve the problem. They make the hooked tire unnecessary. They make rim-cutting avoidable. They are bringing a tremendous tide of demand to Goodyear No-Rim-Cut tires.

Tires 10% Oversize

Here is another great saving which this construction makes possible.

The No-Rim-Cut tire begins to flare outward right from the base of the rim. Note the picture. It is not contracted by the hook-shaped flange.

This enables us to give you a tire 10 per cent oversize, and yet perfectly fit the rim. And we give you this extra without extra cost.

That means 10 per cent more air—10 per cent greater carrying capacity. It means, on the average, 25 per cent additional mileage.

The Reason is This

Motor car makers adapt their tire sizes to the expected load. That means the weight of the car as they sell it and the weight of the passengers at 150 pounds each. In these days of close prices few motor car makers can afford to allow much margin.

But most owners add extras—a top, glass front, gas tank, gas lamps, extra tires, etc. And passengers sometimes weigh more than 150 pounds. As a result the tires are overloaded beyond the elastic limit. The result is a blowout, often while the tire is new. And the motor car owner, not knowing the facts, usually blames the tire.

To take care of these extras, and avoid this blame, we give you the 10 per cent extra size which the No-Rim-Cut style allows. And we give it without extra charge.

This oversize, on the average, adds 25 per cent to the tire mileage. The No-Rim-Cut feature saves another 25 per cent. It is safe to say that these two features together cut tire bills in two on the average.

They cost nothing extra. You get them both by simply insisting on Goodyear No-Rim-Cut tires.

Our tire book tells how Goodyear tires have been gradually perfected through 12 years of ceaseless experimenting. It tells a hundred facts which motor car owners should know. Ask us to send it to you.

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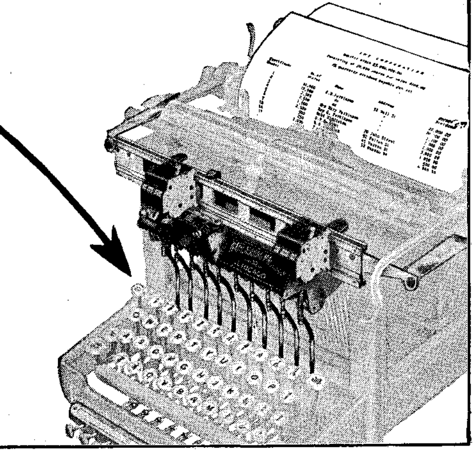

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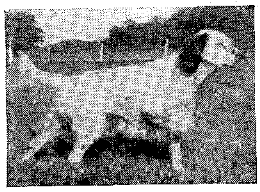

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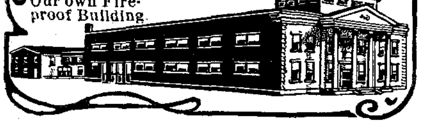

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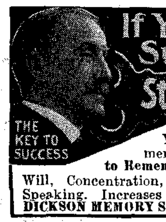

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TOPICS OF THE DAY

FUTURE EFFECTS OF THE RATE DECISION

"THE PUBLIC GAINS, and the railroads don't lose," seems to be the majority verdict of the newspapers on the decision of the Interstate Commerce Commission denying to the railroads the right to put into effect their sweeping rate increases. The stock market, which broke hysterically at the first announcement that the railroads had been prevented from adding by a stroke of the pen fifty or sixty millions of dollars a year to their earnings, recovered from the shock so quickly, the financial editors tell us, that after a day or two the decision was apparently a forgotten incident on Wall Street. The Philadelphia *North American* remarks that "the decision unquestionably constitutes the strongest conceivable certificate of the soundness of the securities of American railroads as a basis of investment." And it adds: "It is a remarkable commentary upon the judgment of the financiers who control the securities of the railroads that this invaluable indorsement to the world is forced upon them, in spite of themselves and in the face of their prolonged campaign of discrediting the strength of their own properties."

In the weekly market letter of a Wall Street firm we find the rate decision characterized as "a bull argument on the United States, and on the stock market." Mr. Henry Clews, the New York financier, points out that the decision "averts a possible congestion of the security market by the flood of new issues which would certainly have followed had the railroads secured what they wanted." And the financial editor of the New York *Journal of Commerce* declares that "defeat may prove victory" for the railroads, because the decision will disarm public hostility and check wage demands. To quote:

> "The greatest enemy of American capital during recent years has been hostile public sentiment; the uncompromising stand taken by the Interstate Commerce Commission should and probably will disarm criticism that the railroad can levy unreasonable charges upon the people. Such a conquest is worth more to these corporations than any sum that could have been derived from the proposed increase in freight rates. If the ruling also has the effect of checking the aggressiveness of State commissions, now that the Federal body has taken effective action, another great good will have been accomplished. The economic readjustment which has been in progress for twelve months will be accelerated, whereas the granting of higher charges would have tended to perpetuate the vicious circle of rising prices—did not labor leaders plead for the proposed advances on the ground that thereafter wages might be again raised? This has been checked."

"Employees will be the ones to lose through it," says President W. G. Lee of the Brotherhood of Railway Trainmen, who foresees a movement to reduce wages. The decision, says Thomas L. Lewis, president of the United Mine Workers of America, "establishes a dangerous precedent." At this rate, he says, we will ultimately have a commission empowered to prevent the workingmen of the country from demanding increased pay.

In spite of dissenting voices here and there, the consensus of newspaper opinion is clearly with the Baltimore *American*, which declares that the rate decision will have a tonic effect, not only upon the business situation generally, but upon the railroads as well. "The truest progress," remarks the Columbus *Ohio State Journal*, "has a strain of economy running through it." "Nothing more salutary from a business point of view has happened in a long time," declares the Indianapolis *Star*, which goes on to say in elucidation:

> "The decision strikes a timely and effective blow at the false situation which organized labor and organized capital between them are trying to maintain at the expense of the unorganized public.
>
> "The managers of railroads and of railway steel, for example, are very close together, and that is the reason why the roads pay $28 a ton for rails in slack times, instead of much lower prices. The steel manufacturers are able to sustain this artificial condition, partly because of the tariff and partly because they are in a trust.
>
> "Any way they turn in an effort to adapt their expenses to hard times, the railroads are met by a stone wall. The Steel Trust holds up the price of supplies, the labor trust holds up the price of wages. Turned back from cheaper steel and lower wages, they have recourse to higher rates and undertake to put the screws on the public through the shippers. . . . . . .
>
> "This decision comes, then, as a wholesome check upon the conduct of Big Business on the principle that whatever it elects to do must come to pass. The Interstate Commerce Commission becomes for the occasion the mouthpiece not only of economic law, but also of popular government, and this splendid ruling comes as a welcome reminder that the only power able to cope with Big Business is the Federal power."

In this connection it is interesting to read in Pittsburg dispatches that one effect of the rate decision was "to stop the tendency toward higher prices in the iron and steel market"—which leads the New York *Journal of Commerce* to observe:

> "It would seem from this that while railroads were holding back their orders in the hope of being allowed to charge higher rates, and perhaps for the purpose of promoting that result, the steel-makers were not encouraging them to let out their orders or to have those in hand executed, but were themselves waiting for higher rates in order to charge higher prices. It is

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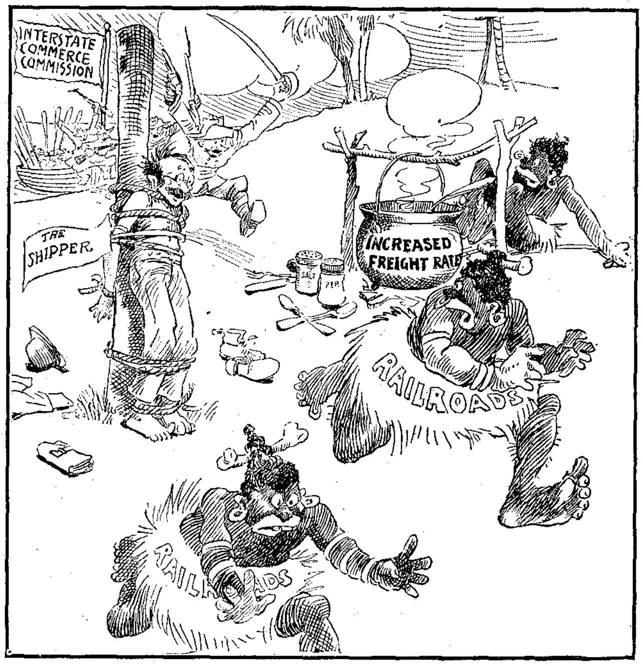
intimated now that the railroads will be compelled to economize. . . . The iron and steel industry may be impelled in its own interest to assist in this economizing by lowering rather than advancing prices."

In *The Iron Age* (New York), the leading organ of the iron and steel trade, we read:

"There is undisguised satisfaction in the iron trade that last week's decision has put a period to the long round of price advances. Had it been different, steel manufacturers see that fresh wage advances would have been demanded, not only by employees of railroads, but of steel works and other industries."



THEY MAY EXPERIENCE A LITTLE DIFFICULTY IN FINDING OTHER MEAT THAT IS QUITE SO TENDER, BUT IT IS TO BE HOPED THEY WON'T STARVE TO DEATH.
—Darling in the Des Moines *Register and Leader.*

This leads to the aspect of the rate decision with which the general public is most intimately concerned, namely, its bearing upon the cost of living. "If the high cost of living has been hesitating because it felt that it was useless to come down in the face of a possible increase of freight rates, it need hesitate no longer," remarks the Indianapolis *News*, which predicts "a continued return toward lower figures." The Detroit *Free Press* interprets the decision to mean that "the prevailing tendency toward lower living cost will at least not be checked." "A vicious circle is at last broken," exclaims A. W. Atwood in the New York *Press*, "and the result will be to lower further the cost of living." To quote:

"Labor demanded higher wages from the railroads because of higher living costs. The railroads asked for higher freight rates to meet labor's demands, and if the request had been granted shippers would have had to pay more, and consequently the public would have had to face still higher costs."

But to the New York *Commercial and Financial Chronicle* the case presents itself chiefly as a grave miscarriage of justice—"the carriers," we are told, "asked for bread and are given a stone." But even this great organ of railroad finance admits that "the result in this instance, as is usually the case, is not without some compensating advantages." Thus we read:

"Under the constant and repeated demands for higher wages on the part of railroad employees, the situation in the railroad world had become well-nigh intolerable. But if the railroads are not to be permitted to raise rates as cost of operations increases, then a sudden end is necessarily brought to further proceedings for higher wages. From a large and broad public standpoint, it might well be argued that in this sense the action of the Commission, tho in clear disregard of the equities of the case, has a favorable aspect. For, had the roads been granted permission to advance rates, it might have brought, before long, further demands for increases in wages, to be followed by another advance in rates, and the process might have been kept up indefinitely, to the detriment of the whole community. This prospect, at least, no longer lies ahead."

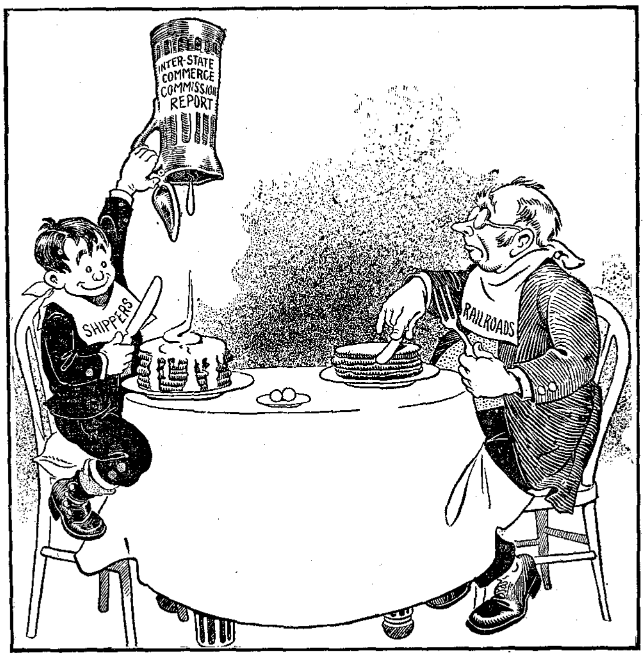
The Wall Street Journal, also unfriendly to the decision, sees in it a serious check to railroad development; and dispatches tell of a number of railroads which have already adopted a policy of economy and retrenchment. Among those mentioned in this connection are the Baltimore & Ohio and the Chicago, Milwaukee & St. Paul. Since the decision, however, at least one line has increased the pay of its employees, and Kuhn, Loeb & Company have found a ready market in Europe for $50,000,000 of Central Pacific bonds.

To President Ripley, of the Atchison, Topeka & Santa Fé system, the decision means "government ownership eventually." To the Washington *Post* also this "slant toward government ownership" is "the most discouraging feature of all." The New York *Times* declares that the decision is a crushing blow to the weaker roads, and will therefore act as a stimulus to railway monopoly. "It may be a little hard for the weak roads to be digested," we read, "but the strong roads may have a cheap and filling meal." "Competition in railroading is finally dead," thinks the Boston *Journal*. Other papers—among them the New York *Journal of Commerce*, *Press*, and *Evening Mail*—welcome the decision as establishing and justifying the principle of government regulation.

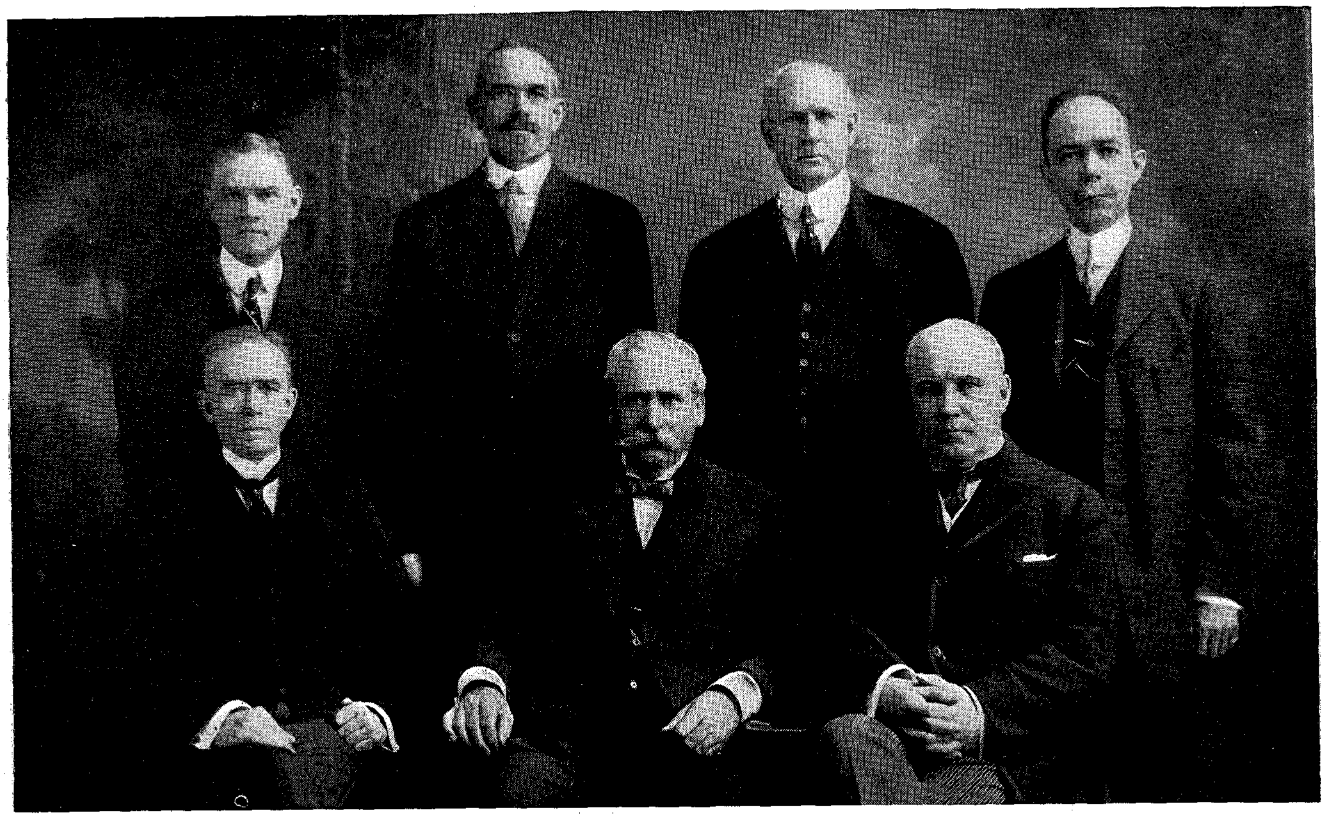
In the Middle West we find the decision heartily approved by the Chicago *News*, *Tribune*, and *Drovers' Journal*, the Cleveland *Leader*, *The Ohio State Journal*, and the Indianapolis *Star*, while the Detroit *Free Press* regards it as an economic blunder.

In the West and Northwest it is welcomed by the Salt Lake *Herald-Republic*, the Omaha *World-Herald*, the Denver *Republican*, the Topeka *State Journal*, the St. Louis *Post-Dispatch*, *Republic*, and *Globe-Democrat*, the Oklahoma City *Oklahoman*, and the St. Joseph *News Press*.

Turning to New England we find the Springfield *Republican* dubious and the Boston *Advertiser* and the Hartford *Times* disapproving. On the other hand, the Springfield *Union*, the Hartford *Courant*, the Burlington *News*, and the Worcester *Gazette* are enthusiastic in their praise of the Commission's course. From yet another section the chorus of praise is



AND SO THE POOR DOG HAD NONE.
—Rehse in the New York *Evening Mail.*



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THE MEN WHO RENDERED THE RATE DECISION.

From left to right, standing: Edgar E. Clark, Iowa; B. H. Meyer, Wisconsin; James S. Harlan, Illinois; C. C. McChord, Kentucky. Seated: Charles A. Prouty, Vermont; Judson C. Clements, Georgia, Chairman, and Franklin K. Lane, California.

swelled by such papers as the Pittsburg *Post*, *Dispatch*, and *Chronicle-Telegraph*, and by the Buffalo *Express*. Going farther south we find the same attitude in the Baltimore *American*, *Sun*, and *News*, the Birmingham *Age-Herald*, the Knoxville *Sentinel*, the Richmond *News-Leader*, and the Atlanta *Constitution* and *Georgian*, while the outcome of the case is deplored by the Richmond *Times-Dispatch*, the Charleston *News and Courier*, and the Savannah *News*.

LORIMER PLUCKED FROM THE BURNING

THE FAILURE of forty-six Senators to see anything wrong in William Lorimer's election to the United States Senate does not seem to be generally taken by the press as an illustration of the beautiful idea that "to the pure all things are pure." Many appear rather to regard it as enforcing Shakespeare's line more delicately rendered by Senator Jeff Davis to the effect that "there is something dead in Denmark." Mr. Lorimer, who declares he is a Republican, despite the protests of most of the party organs, was elected Senator from Illinois in May, 1909, by a combination of 53 Democrats and 55 Republicans. Why the Democrats voted for him is the nub of the whole discussion. Mr. Lorimer and his friends see in their unusual action a lofty sense of personal regard that rose above all considerations of mere party lines, while his critics show a disposition to dwell more upon the testimony of certain of these Democrats who swore that they received from $1,000 to $2,000 apiece for voting as they did. Mr. Lorimer declares that he knew nothing of these payments, and there is no direct evidence, in fact, that he did, so it is not unthinkable that his Democratic friends were so loyal that they paid each other royally for their unselfish service. Each side has its own ideas about this. But the press of all parties incline heavily to the opinion that Mr. Lorimer's title is less than 100 per cent. pure.

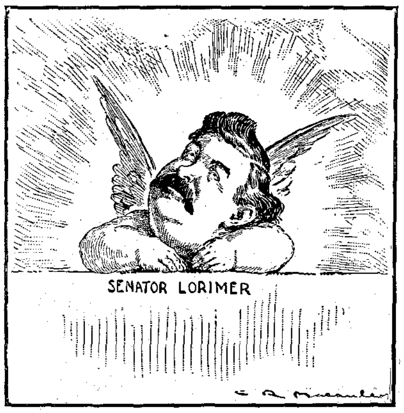
And instead of accepting the Senate's vindication of him, by a vote of 46 to 40, as giving him a clean bill of health, some of the editors see in it a sign that the 46 vindicators themselves need vindication. Thus the New York *Press* quotes as applicable here the stinging rebuke of an English judge who said:

> "Prisoner at the bar, you have been acquitted by a jury of your peers; and if they had not been your peers they would not have acquitted you."

"Not for many years," thinks the Springfield *Republican* (Ind.), has the Senate "done anything more displeasing to the moral sense of the American people," and the New York *Globe* (Rep.) exclaims that in this act "the whole body is besmirched and bemired." In fact, the opinion of the majority of the press may be summed up in Senator Root's declaration, during the Senate debate, that however the election of Lorimer was actually engineered, the final result was "produced by corruption." Then he added:

> "That can not stand; or if it does stand, the Senate can not stand; or if the Senate does stand with its members holding their places by such a tenure, the Government of the United States can not stand. . . . . .
>
> "If we would preserve the Government of the fathers, if we would preserve the honor and integrity of the Senate, if we would do our full duty to our country under our oaths, we are not at liberty to reject the testimony in this case, which shows this seat to be filled here as the result of corruption. Hard it is; but as we have had fathers who have made sacrifices for our land, as we have children to whom we hope to hand down a Government of peace and justice and liberty, it rests with the Senate of the United States to do its duty now; and, hard and unpleasant as it may be, purge itself of the results of this foul conspiracy against the integrity and purity of our Government."

In defense of the accused Illinoisan, Senator Bailey, of Texas, made what many consider the ablest effort of his career. His principal points were that Mr. Lorimer had no proved connection with the bribe-money, that he did not need the corrupted votes to secure the election, and that the testimony of the witnesses was thoroughly unreliable. In his Washington's Birthday speech in his own defense, Senator Lorimer did not dwell upon the testimony of the witnesses against him, but reviewed his whole career, and tried to show that the Democrats who voted for him were swayed entirely by their personal friendship. While the editorial writers refuse to see any reason why this speech should have changed, as it doubtless did, the attitude of any Senator, they give "the blond boss" credit for the eloquent presentation of the most amazing human document that a legislative body has listened to for many years. Incidents of the give-and-take of practical ward politics were frankly told. His lifelong friendship with the notorious Democratic politician "Hinky Dink" began in this wise:



PAINTED BY HIMSELF.
—Macauley in the New York *World.*

> "When I was a boy and started out in the world, the first dollar I made was by selling newspapers. I had been well taken care of at home, with no responsibility, with nothing to look after. I had been brought up as mothers would bring up their boys if they had all to do with it; almost at mother's apron-strings all the time. At the time it became necessary for me to go out and earn a living I was ten years old. I had had no experience. I knew nothing about where to turn. Friends in the neighborhood suggested that I might make a dollar by selling papers in the morning, and I began peddling papers and blacking boots.
>
> "After I had been at the work for a time (I remember it as well as if it were yesterday) I went over to the Tribune Building and down into the basement and bought fifty *Tribunes.* In those days the papers were not folded as they are now. They were counted out, first the heading and then the supplement, and shoved out of the window to the boy purchasing them; and then he went away into a doorway or hallway and folded them and put them together.
>
> "One Sunday morning as I came up out of the basement a crowd of boys surrounded me. Some held me by the hands and others by the throat, and they pulled my headings out from under my arm and then let me go. They disappeared. I was standing there brooding not only over the dollar that I might have made out of the sale of those papers, but the dollar and a half that I had paid for them, because the supplement was of no value without the heading, when another boy came along with an armful of papers and asked me what was the matter, why I was so downcast. I told him the story. He looked at me for a moment and handed his papers over to me and said, 'Stand back there in the doorway. Stay there until I come back.' He went away, and in about five minutes he returned and he had my headings in his hand. He said, 'Here are your papers. Now, see to it that they don't take them away from you again.' . . . What grew up out of that little incident was a friendship and a gratitude that has lasted for over forty years. This man that I speak of as a man now was a boy then. He was a sort of a hero with the newsboys—a sort of a king of the crowd—and what he said they should do they did.
>
> "I have no doubt that Senators in this chamber have heard his name because the newspapers of my town are ringing with it every day. In those days we called him Hinky Dink. His name is Michael Kenna. . . . . . .
>
> "When we quit selling papers Michael Kenna went one way and I went another. He became a Democrat and I became a Republican. But there never has been a time in forty years when we could help each other that we have failed to do it."

Another boyhood friend was "Manny" Abrahams, whose lifelong devotion was due to Lorimer's protection of the Jewish peddlers, first as a street-car conductor, then as a powerful ward politician. Abrahams was the "bell-wether" of the group of Democrats who voted for Lorimer in the Illinois legislature. A "bell-wether," "the first man on the roll-call for everybody to follow," exists in every legislative body, declared the Senator, and he added these illuminating words:

> "We have our bell-wether here. We have the Democratic bell-wether. We have the insurgent bell-wether, and we have the stalwart bell-weather.
>
> "When I happen to be absent from this chamber and the bell rings announcing the roll-call, if I happen to step in the door in time I hear the name of Senator Aldrich called—he is my bell-wether—I know where my vote belongs, and I vote as he voted. If he happens to be absent, I listen to the roll-call until they come down to the name of my distinguished colleague, Senator Cullom, and then, after he has voted, he becomes my bell-wether.
>
> "I know where to vote from that time on, and if I happen to get in a little later, I wait for the roll-call to reach Senator Gallinger's name, and after he has voted, I know my place, and then we go along a little further, and if I happen to come in after the roll-call, I wait until Senator Lodge has voted. Then if I find that he and Senator La Follette have both voted the same way, I wait until somebody else has voted."

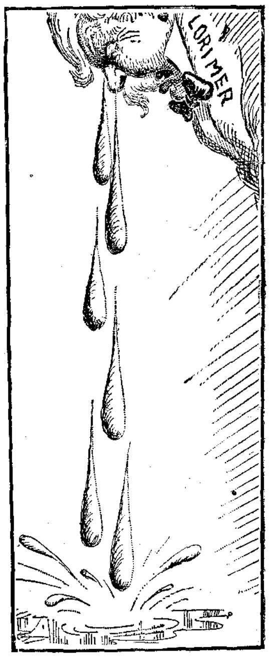
Among the papers which believe with the Philadelphia *North American* (Ind. Rep.), that despite his acquittal by "46 Senators of special privilege," "twice forty millions of the people of America have declared him guilty," are the Pittsburg *Dispatch* (Rep.), the Troy *Record* (Rep.), the Brooklyn *Standard Union* (Rep.), the Providence *Journal* (Ind.), the Boston *Transcript* (Rep.), the Philadelphia *Press* (Rep.), the New York *World* (Dem.), *Tribune* (Rep.), *Times* (Ind. Dem.), and *Evening Post* (Ind.). The Detroit *Free Press* (Ind.) and the Richmond *Times-Dispatch* (Dem.) are with them, but believe that if the fight against Lorimer had been less aggressive, personal, and vindictive, it would have been more successful.

The Chicago *Tribune* (Rep.), which began the investigation of Lorimer's election, calls him "the officially accredited but publicly discredited, representative of the State of Illinois." The Senate's decision, it declares, "strikes straight at the heart of our Republican Government." The people, it continues, will now understand—

> "that in the highest deliberative body of the nation a majority are subject not merely to the influence, but to the absolute control, of the concentrated power of the great 'interests.' They will understand that in the highest legislative body in the nation plutocracy rules, rules without conscience, rules without remorse in defiance of the Senate's honor, in defiance of the honor of a great State, in defiance of the safety of a Government whose very existence depends upon the purity of elections."

Among the papers which, on the other hand, fully approve of the Senate's decision are the New York *Sun* (Ind.), the Washington *Post* (Ind.), the New York *Commercial* (Com.), and the Paterson *Call* (Rep.), while the Chicago *Inter Ocean* (Rep.), which has supported Lorimer through thick and thin, rejoices that the Illinois Senator has been vindicated, that his enemies have fallen, and that "literal, abstract, exact justice" has been done.

The considerations which may have influenced the 46 Senators voting in favor of Mr. Lorimer are set forth by Senator Crane (Rep.), of Massachusetts, who explains his vote as follows:



THE EVIDENCE.
—Minor in the St. Louis *Post-Dispatch.*

> "I have examined much of the evidence and have listened to and read portions of the speeches made in support of and antagonistic to the committee report in the Lorimer case. I have also made careful inquiry into the details of Senator Lorimer's election and have failed to find or learn of any evidence which leads me to believe that

his election was illegal or that he was personally guilty of any wrongdoing in connection therewith. I therefore voted against the resolution declaring his seat vacant."

CHICAGO'S FIRST DIRECT PRIMARY

THE DEMOCRATIC CANDIDATE.

"No man in Chicago," says the Boston *Transcript*, "knows the political ropes better than Carter H. Harrison," who has been four times Mayor of the city.

OTHER cities watched with peculiar interest last week Chicago's experiment in nominating her mayoralty candidates by direct primary, and the result apparently leaves them thoughtful rather than converted. The vote was unexpectedly large and surprizingly expensive. With ten candidates in the field—five Republicans, three Democrats, one Socialist and one Prohibitionist—more than 250,000 votes were polled, at an estimated cost to the city, the candidates, and the organizations of nearly $700,000, or about $3 a vote. The choice of the Republicans was Professor Charles E. Merriam, of the department of political science in Chicago University, who has served the city as alderman, and as a member of the charter convention, the Illinois Tax Commission, and the Mayor's Harbor Commission. The Democrats chose Carter H. Harrison, who has already been mayor of Chicago four times, and whose father five times held that office.

"It will take more than one primary to determine whether the new law is a gain or a loss to the metropolis of the West," remarks the Boston *Transcript*. According to the Chicago *Inter Ocean*, the first result was "a condition of chaos." The campaign lasted more than a month, and was, according to the Paterson *Call*, "the longest, the most absorbing, and by far the most expensive, ever waged in Chicago." At the polls, dispatches tell us, a murder, many stabbing affrays and numerous riots occurred. Of the expenditures the Washington *Herald* says:

> "We read that a quarter of a million dollars was spent by the candidates in securing billboard space in every section of the city. Costly electric signs were erected and small fortunes paid for banners and newspaper advertising. The expenditures reached a point, in fact, which led the Chicago newspapers to inquire as to the source of all the funds, and an aroused public sentiment compelled the candidates to publish a list of contributions and expenses. The question whether a poor man can afford to enter upon such a campaign in the future is now a serious one, unless, indeed, he receives the aid of wealthy corporations, a situation which is not desirable. It would appear, therefore, as if the direct primary system has some problems not yet solved."

Yet the new system, declares the Baltimore *Sun*, is cheap in the long run. Thus:

> "The cost to the city of conducting the Chicago primaries was about in the same proportion to the number of voters as the cost of the primaries in this city. While that cost might be reduced by appropriate legislation, the results attained are cheap at the price. The direct primary system affords to the citizens the opportunity and the means to get good candidates and good officials. A good Mayor is a splendid economy and is cheap at almost any price. It is probable, for instance, that Mayor Gaynor saves to the taxpayers of New York, besides the performance of his routine duties, as much as his salary and the entire cost of his election every month in the year.
>
> "On the other hand, nothing is more costly to a city than an incompetent, an inefficient, or a corrupt mayor."

The Brooklyn *Eagle*, which reads in the Chicago results "a vindication of the direct primary idea," remarks:

> "The great cities of America offer the severest test for direct primaries. If the system is good in such cities it is good everywhere. So those New Yorkers who agreed with Governor Hughes on this matter are exceedingly well satisfied with the showing made in Chicago."

Many papers express satisfaction at the size of the vote as an indication of a healthy popular interest, and there is widespread approval of the result of the primary on the Republican side. A Democratic paper, the New York *World*, says:

> "In the success of Messrs. Merriam and Harrison the Republicans appear to have chosen the best and the Democrats the worst of the candidates. From the point of view of good citizenship, therefore, the first great municipal primary must be regarded as a drawn battle. The defeat of Merriam by Harrison at the regular election would leave things about where they always have been."

The Pittsburg *Dispatch* (Rep.) thinks that the result of the election in April may be surmised from the fact that the aggregate vote cast for the Democratic candidates was 146,500, against 108,500 for the Republican candidates.

DIRECT ELECTION OF SENATORS IN SIGHT

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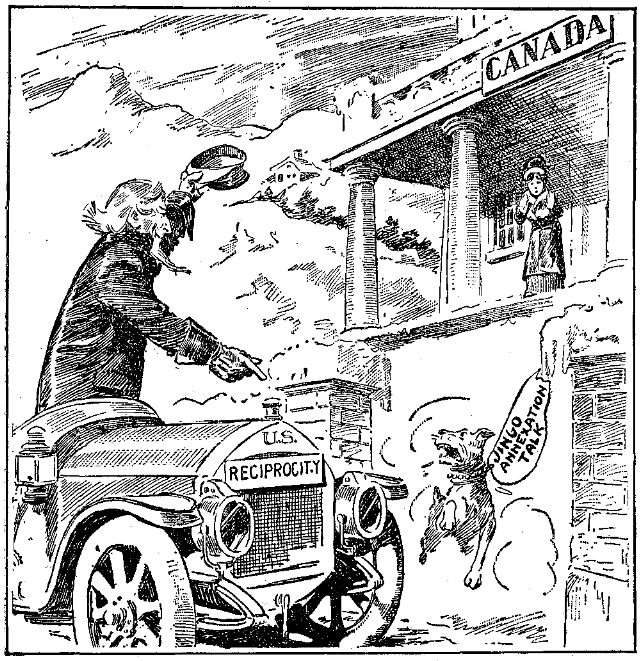
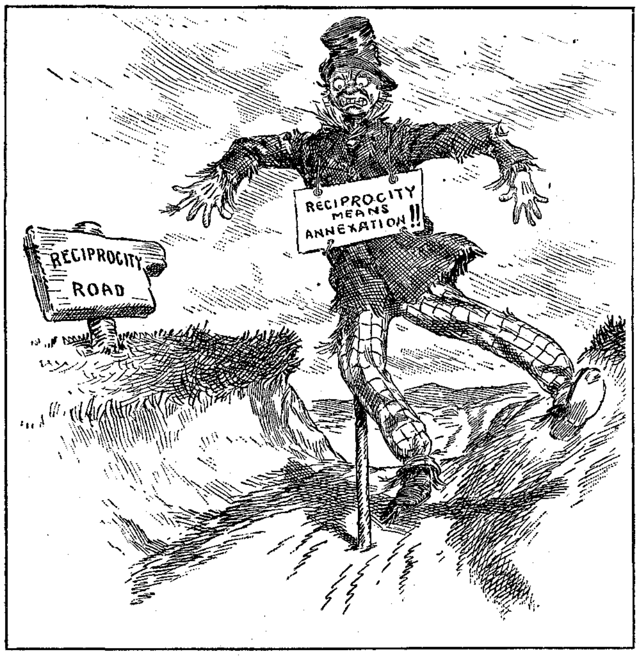
REPUBLICAN CANDIDATE FOR MAYOR OF CHICAGO.

In the event of the election of Charles E. Merriam, says the Hartford *Courant*, "Chicago would at once become as interesting a city in the view of students of municipal administration as New York is under Mayor Gaynor."

"IT IS CERTAIN that the real fight is over," declares Senator Borah, when the Senate stands within four of a two-thirds vote favoring the popular election of Senators. The Borah resolution is beaten, agrees the New York *Globe* (Rep.), "but under such circumstances as to make it practically certain that it will go through the next time." For, as this and other like-minded editors point out, seven of the Republicans voting against the measure will be succeeded in the next Congress by Democrats or progressive Republicans. The New York *Evening Post* (Ind.), one of the many papers looking upon the accomplishment of this reform as now "an event of the near future," believes that it would have been adopted in this its first test vote in the Senate, had not a disturbing issue been raised in connection with it. The original resolution, it seems, failed to provide for Federal control over Senatorial elections. "As it stood, Republicans were bound to oppose it," but with its defect remedied by the Sutherland amendment, providing for such control, "it invited the hostility of Southern Senators." That in the end only eight Southern Democrats voted against the resolution, while sixteen voted in favor of it is to *The Evening Post* "the strongest possible



"PLEASE CALL OFF YOUR DOG!"
—Porter in the Boston *Traveler*.



THE STRAW MAN.
—Macauley in the New York *World*.

DOGGED FOES OF RECIPROCITY.

evidence of the strength of the direct-election sentiment. This postponement of final action in the Senate is looked upon by the Washington *Post* (Ind.) as the "best disposition that could have been made of the question," for the debate disclosed the fact that the subject ought to have a "more thorough thrashing out" than it has received. "More time is needed to clarify important points, while at the same time the people at large may further ponder the wisdom of making a revolutionary change in the fundamental law which for more than a century has given the nation the greatest parliamentary body in the world." Other papers are just as certain that the matter has been "pondered" quite long enough, the San Francisco *Bulletin* (Ind. Rep.) and the New York *American* (Ind.) prophesying that unless Congress shall take definite affirmative action this year, a constitutional convention will be called by the States.

The Borah resolution came so close to passage, the vote being 54 to 33, that there is some effort to fix the responsibility for its defeat. The New York *Tribune* (Rep.) blames Mr. Borah's "bad generalship," tho it is satisfied with the result. The *World* (Dem.) and *Press* (Rep.) believe that the Republican opponents of direct elections brought forward and voted for the Sutherland amendment in order that the amended resolution might be killed by Southern votes, but the Brooklyn *Eagle* is willing to give the Republicans the benefit of the doubt:

> "It was adopted by Republicans who foresaw that it would defeat the amendment. Still, their object may not have been to insure its defeat, but to preserve the front of the Republican party in States that party can carry for State and local elections, regardless of States it can not carry because of congested race conditions."

While there may be some justice in blaming the Republicans, the Pittsburg *Dispatch* (Ind.) thinks it is also "made plain that many Senators from the South are more in favor of ignoring a principle that has been in the Constitution from its beginning than of supporting the new principle of selecting Senators by popular vote."

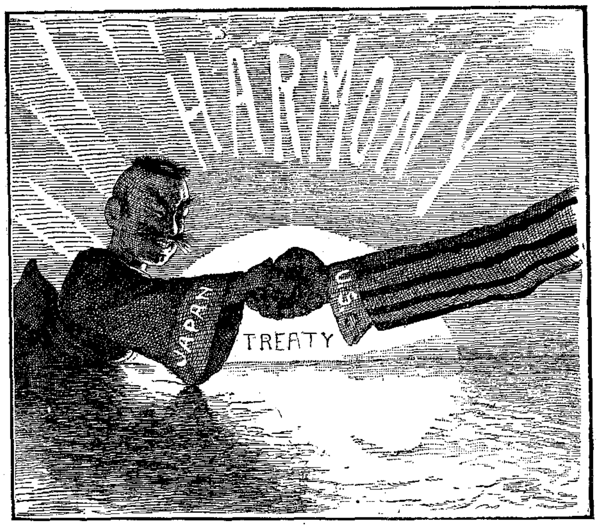
A Philadelphia paper opposed to "this popular fallacy," *The Public Ledger* (Ind.), credits Senator Root with drawing out from some Southern Senators the avowal that their chief interest in the direct-election amendment was its annulment of Federal supervision of elections. With the adoption of the Sutherland modification, they apprehended, says the Chicago *Tribune* (Ind. Rep.), "tho their fears are visionary, that if Congress could regulate direct elections of Senators, it might station a deputy marshal at every Southern polling-place and might even enact a measure more drastic than the Force Bill which failed to pass, so that the votes of colored men would be cast and counted." Or, as the New York *Sun* (Ind.) quotes Senator Percy, of Mississippi, who voted against the Borah resolution, "the extension of the power of the Federal Government as required by the Sutherland amendment is a price greater than the South is willing to pay for the election of Senators by the direct vote of the people."

"Every Southern man will heartily indorse this statement," declares the Montgomery *Advertiser*. Other representative Southern Democratic papers, such as the New Orleans *Times-Democrat*, the Atlanta *Constitution*, the Nashville *Tennessean*, and the Savannah *News*, blame the Northern Senators for the defeat of direct elections, and attack "Mr. Root and his backers" for using the negro "to stir up old prejudices and to defeat true democratic principles." But, adds the New Orleans paper:

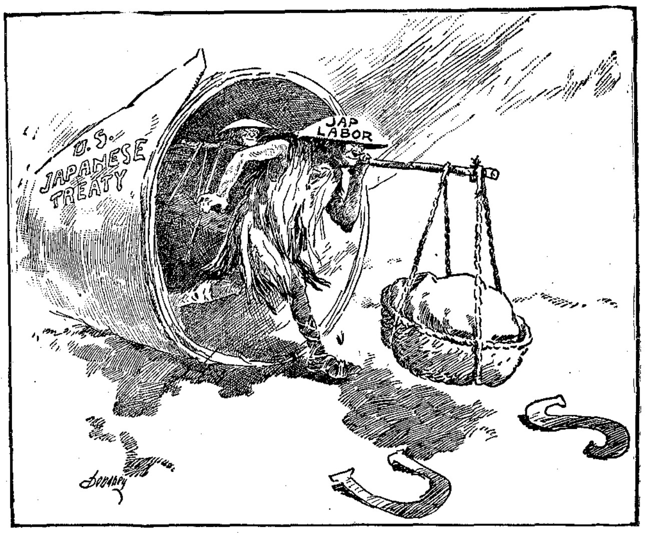
> "Defeat of the Borah-Sutherland resolution in its present shape will merely postpone the reform which the majority North and South demands. The reactionary Senators, one by one, are passing, Senatorial deadlocks and scandals are everywhere strengthening the sentiment for direct elections. The number of States which choose their Senators in primary elections is growing steadily. It is a fact, we believe, that most, if not all, of the Republican Senators who opposed the vicious Sutherland amendment at yesterday's roll-call were chosen by the voters of their States and parties direct. As statesmen of this new type steadily supplant the reactionaries in the Upper House, the time draws rapidly nearer when the desired amendment may be submitted in proper, safe, and acceptable form."

The arguments which led Senator Root to take the stand for an express recognition of Federal control of elections which aroused this hostile criticism from the Southern press, were presented by him as follows:

> "The proposition is to take from the United States by striking out from the first paragraph of Section 4 everything relating to the election of Senators, all power to regulate the time and manner of holding senatorial elections. Not content with this, the resolution goes on to give affirmatively all control over the time, place, and manner of choosing Senators to the legislatures of the States. This change is not an alteration in the mechanism of the system; it strikes at the very foundation of



HANDS ACROSS THE SEA.
—Morgan in the Philadelphia *Inquirer.*



IS THERE A LOOPHOLE?
—Donahey in the Cleveland *Plain Dealer.*

TWO VIEWS OF A TREATY.

the National Government. . . . It is proposed to take from the United States any power to protect its own citizens in the exercise of their rights, no matter how great the need might be for such protection."

Senator Root is, however, warmly praised by *The Southwestern Christian Advocate* (African M. E. Church, New Orleans) for his stand against "the voluntary surrender by the Government of the power to enforce the protection of the suffrage privileges of the Southern negroes." And a colored correspondent writes to the New York *Globe* of his concern over this question of popular election of United States Senators:

> "To take the election of Senators out from the hands of the Federal Government and place it in the hands of the States would be equivalent to the repealing of the Fourteenth and Fifteenth Amendments of the Constitution of the United States. That would mean that the negro would have absolutely no voice in the Government."

PACIFIC PRESS ON THE JAPANESE TREATY

ALTHO denounced only a few weeks ago in the California legislature as an "outrage," our new treaty with Japan seems to have made a speedy and thorough conquest of the Pacific Coast press. The outcry against it, as stated in these columns last week, was due to the impression that its failure to provide specifically for the restriction of Japanese immigration would throw open the gates to an inrush of Japanese coolies. But, thanks to the explanations offered by our State Department, the official assurances of the Japanese Ambassador, and a more sober and deliberate examination of the facts of the case, that impression seems to have almost entirely disappeared. Thus the San Francisco *Post* admits that the new treaty, while according a courteous recognition of Japan's good faith, "marks no change in the fixt national policy of excluding Japanese and Chinese laborers from the United States." "Our interests in respect to the immigration of laborers are fully safeguarded," says *The Chronicle* of the same city, which adds that, in this matter, "we wish to be gentlemanly and not needlessly offend the patriotic feelings of other peoples." "There is no good reason for unnecessarily 'rubbing it in' on Japan," remarks the Los Angeles *Herald,* "and if she can be kept to the present policy without wounding her pride, that course will strike sober judgment as better than the excited attitude of some of our legislators."

Turning from California to Washington we find the terms of the treaty heartily approved by the Tacoma *Ledger*, the Spokane *Spokesman-Review*, and the Seattle *Post-Intelligencer.* Says the Seattle paper:

> "The fear exprest in some quarters on this coast that the ratification of the treaty, which is silent on the subject of restricting immigration, would be followed by a large influx of Japanese laborers to this country, will prove to be without the slightest sound reason. The United States has and always will retain the right to restrict immigration in any manner which it may see fit, and needs no assertion of such right in its treaties. It is bound, however, to exercise this right without invidious distinctions.
>
> "There is a perfect understanding between the two Governments on this subject. The Government of Japan does not desire any increase in Japanese immigration to this country, or anything else which might bring out friction between the two countries. It has successfully discouraged Japanese immigration hither, and will be quite certain to do so even more effectively in the future, now that the new treaty, without any invidious clauses in it, has gone into effect.
>
> "The Senators from the Pacific Coast States were satisfied with the treaty and made no protests against it, because they understand that its ratification will not operate in any way to increase the immigration of Japanese laborers, while it will tend to promote more cordial relations, which will be highly beneficial to the Pacific Coast States, Japan's nearest neighbors."

The Spokesman-Review congratulates the country on the ratification of the treaty, and the Tacoma *Ledger* points out that even the Asiatic Exclusion League of San Francisco "is evidently not much disturbed over it." *The Ledger* goes on to say:

> "As a matter of law, the United States has the right at any time to legislate on immigration. Such right can not be contracted away, according to a decision of the United States Supreme Court in a Chinese exclusion case. . . . This decision together with the clause of the treaty under which it can be terminated on six months' notice, and the understanding that Japan will continue her present policy of passport restriction, afford ground for believing that the treaty does not endanger Pacific Coast interests. However, the country should understand, and the United States Senate should understand, that the Pacific Coast States are opposed to any policy that will admit a flood of immigrants that do not assimilate with Americans."

The same paper tells us that at present more Japanese are leaving the United States than are entering it. On this interesting point we find detailed information in the *Yorodzu* (Tokyo), in which we read:

> "In 1908, when the preparations necessary for the enforcement of the exclusion agreement were not completed, there were 9,544 Japanese who sought admission to the United States proper. But in the year following we succeeded in putting the

official machinery for the control of our emigrants to America in efficient working order, in consequence of which Japanese immigrants to the mainland of America decreased to 2,432. As against this total, no less than 5,004 Japanese left America for their native country. In 1910 Japanese immigrants to the United States proper totaled only 2,598, while 5,024 Japanese returned home. The uninformed may think that our Government is not strict in enforcing exclusion, inasmuch as more than 2,000 Japanese immigrants entered America during the last year. But it must be remembered that the overwhelming majority of these so-called immigrants are 'non-laborers' who do not come within the scope of the exclusion agreement."

We find a voice of protest, however, in the Portland *Oregonian*, against an agreement which permits so much "leeway" as does the new treaty. And ex-Mayor James D. Phelan, of San Francisco, registers the following objection through the columns of the San Francisco *Bulletin:*

"Here we are asked to rely upon the good faith of Japan, but Japan has a parliamentary Government, and at any time a change of ministry may set aside the 'gentlemen's agreement,' which, of course, has not the force nor solemnity of a treaty, and we would then be driven to the necessity of excluding the Japanese without their consent. It is well known, and Congress has been informed on this subject, that, whereas the 'gentlemen's agreement' has apparently kept the Japanese from shipping to American ports, they go to British Columbia and Mexico in large numbers and immediately come over the borders to the fat lands and the attractive climate so agreeable to them on the Pacific Coast of the United States."

THRUST AT THE MAGAZINES PARRIED

NO DISMAY seems to be felt by the President at the setback given his plan to raise the rate of postage on the magazines by the failure of Congress to approve his recommendation. The wicked publishers and readers are to go on enjoying their present era of cheap periodicals for the time being, but, he declares, "as long as I have any power I am going to recommend the consideration of this question until it is settled." As the next Congress is Democratic, and is thought more likely to investigate the Post-office Department than to aid its foray on the popular periodicals, the President's determination has its main significance as a warning to the publishers to have their ammunition ready for 1913, if Mr. Taft returns to the White House then with a Republican Congress at his back. The President's words of firm resolve occur in a statement made to a delegation of magazine publishers who waited upon him to assure him, a Washington correspondent tells us, that the magazines were not responsible for the postal deficit, but that if it could be demonstrated that they were responsible, they would cheerfully submit to an increase in postage. All they wanted, said these publishers, was a thorough investigation. To this, according to a New York *Times* dispatch, the President replied:

"You say you want an investigation. Why, the Government of the United States has spent $250,000 to make an investigation. There was a hearing before the committee a year ago. It is nearly two years since I made a recommendation about this business. A year ago there was a hearing before the committee, and Mr. Wilder, who represented Butterick's magazine, made an answer which, as I understand it, was accepted by the Association of Periodicals as their answer. The reply of the Post-office showed it to be a very insufficient answer. . . .

"There has been a suggestion in those friendly advertisements that I have seen that the notion of Mr. Hitchcock and myself is to get even with somebody. Well, a man who has ordinary common sense does not seek the hostility and the continued hostility of an interest as powerful as the magazines. He only goes into a fight of this kind from a sense of duty. I am going ahead as long as I am in office to bring about a proper adjustment of this matter."

After paying a tribute to President Taft's "determination not to be budged by difficulty from a course that he regards as dictated by public duty," the New York *Evening Post* proceeds to challenge his claim that the conclusions of the Post-office Department have been the mature and comprehensive result of an adequate inquiry. We read:

"The spending of $250,000 upon the investigation of the question proves nothing. Of course, the bulk of that expense is for the merely mechanical ascertainment of data; the real question is how the data have been handled after they were got—handled not merely in the way of tabulation, classification, etc., but in the way of getting their real bearing on the question and of shaping a policy covering the whole subject. The President is entirely right in saying that the answer published in Butterick's magazine a year ago was an 'insufficient answer' to the case set up by the Post-office Department; but it is equally true that the answers made by the department to criticisms of its case have been insufficient answers. An impartial, thoroughgoing, and comprehensive treatment of the subject is still to seek; and if the President wishes to bring about a genuine reform in post-office methods, the procuring of such treatment of the whole question is the first thing to which he should address himself."

Second-class matter has already been cleared of the charge of creating a deficit, declares the Philadelphia *North American:*

"No investigation and no series of hearings could do more than already has been done. Many months were devoted by a postal commission, which, headed by Penrose, was assuredly not unduly friendly toward honest periodicals, to the very investigation now proposed. And the conclusion reached by that commission was that for bulk transportation of that branch of second-class mail 'the charge of 1 cent per pound is approximately adequate compensation.'

"That was the inevitable verdict following the examination of the department's official records and statistics, accessible to all."

On the other hand, the Springfield *Republican* thinks that "appearances, thus far, are against the publishers"; and the Harrisburg *Telegraph* declares itself in full accord with President Taft and the Postmaster-General.

TOPICS IN BRIEF

A SKIRT divided against itself can not endure.—*Columbia State.*

IF a mere Vice President can vote, why not women?—*Boston Transcript.*

IT would take a brave Mayor in Seattle to sign an anti-hatpin ordinance. —*New York American.*

CHARLES F. MURPHY favors the direct election of United States senators by Tammany.—*Baltimore Sun.*

POSTMASTER GENERAL HITCHCOCK has succeeded in getting his name in the magazines.—*Toledo Blade.*

IT is to be hoped that there will be enough reciprocity left after the Canadian bill is disposed of to be put to good use in the Republican party.—*Cleveland Leader.*

HOWARD CHANDLER CHRISTY has painted a picture of the battle of San Juan hill, leaving Colonel Roosevelt out of it. He might just as well have left out the hill.—*Detroit Free Press.*

THOSE Lake Shore & Michigan Southern boilermakers who declared they were perfectly satisfied with their wages do not deserve the blessings of union leadership.—*Wall Street Journal.*

COULD Canada be prevailed upon to annex Congressman William S. Bennet?—*Brooklyn Standard Union.*

TENNESSEE'S Governor has vetoed a plumber's bill. It must be grand to be a Governor.—*Washington Post.*

THE great Hans Wagner has been excused from jury duty. Evidently on baseball grounds.—*Dayton Journal.*

IT required a reciprocity proposal to show this country what a dangerous rival it had to the north.—*Wall Street Journal.*

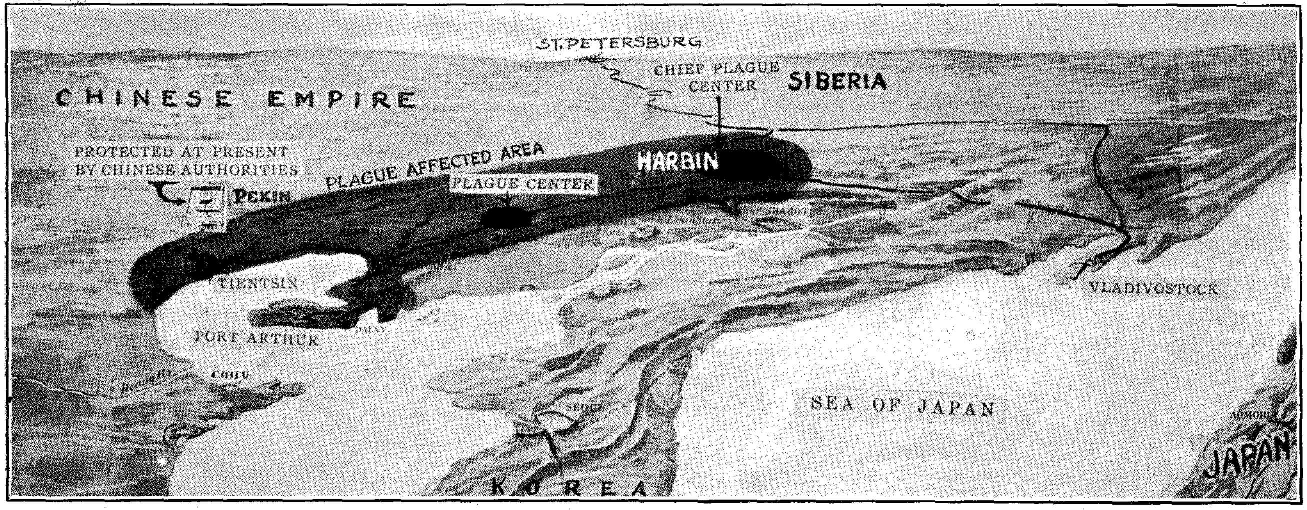
EVIDENTLY the railroads are expected to adopt an Emersonian regimen of plain living and high thinking.—*New York Tribune.*

IF Mr. Hitchcock got any of those rejection slips we can understand his furious desire to raise postage on magazines.—*Pittsburg Sun.*

NO, we don't believe the moving-picture syndicate controls the Mexican "war." Moving pictures must have movement.—*Harrisburg Telegraph.*

THE Persian parliament has voted to engage five American financial advisers. America has at least five whom it could gladly spare.—*Cleveland Leader.*

FOREIGN COMMENT



AREA AFFECTED BY THE PNEUMONIC PLAGUE IN THE FAR EAST.

It is feared that the plague may spread from China to Europe and America through the international traffic in Chinese pigtails for use in making false hair.

—From the London *Sphere*.

MENACE OF THE PLAGUE

ONE HUNDRED AND FIFTY people a day are dying of the plague in Harbin, a city of 30,000 inhabitants, and a writer in the London *Daily Mail* who signs himself "Asiaticus," thinks that as the pest has spread from Asia to Europe there is grave peril for England. The seeds of the Black Death still lurk in the Eastern counties of Great Britain, as this writer observes:

> "The interest and importance of the plague problem to Great Britain does not lie in the widespread epidemic of pneumonic plague in Manchuria. It does not lie in the sudden revelation that plague has appeared in European Russia, in the province of Astrakan. We are concerned, before all things else, with the undoubted presence of the plague bacillus in East Anglia."

The British Government is blamed by this writer for its negligence in not meeting the danger adequately, and the London *News*, while noting that the Government has shown some alarm because "the plague bacillus has been among the rats of Suffolk for three or four years," exclaims that "at the present moment there are two experts searching for infected rats in East Anglia. Two! We ought to have 200 at work."

VEILED AGAINST GERMS.

In pest-dress in Manchuria.

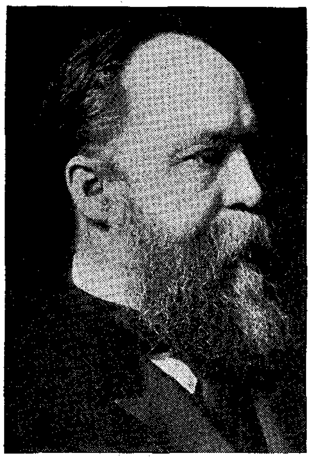
—*Illustrated London News.*

The London *Nation*, however, does not favor the theory that rats can convey a deadly bacillus into the system of human beings. Its argument runs as follows:

> "When the plague raged in Bombay whole areas of the city were cleared of rats, and the plague, for one reason or another, was actually more virulent within the rat-free districts than it was outside them. If vermin are the carriers of the disease, it is clearly the dirtier quarters of a town which ought to suffer most severely. Yet the prison in Bombay, which aimed at a military cleanliness, suffered more severely than the slums around it, and in Oporto it was the cleaner and wealthier quarters of the town which were most affected. If rats sufficed to carry plague, it has to be explained why they ceased so suddenly to fulfil their mission of ruin about the time when the Stuarts ceased to reign. A cause so simple as this must surely have operated with tolerable regularity through all the centuries from Thucydides to the Black Death, and from the Black Death to the Plague of Glasgow.
>
> "No Aliens Act has ever forbidden them our shores. No quarantine has ever exhausted their powers of mischief. There seems to be no conclusive reason for the diffusion of plague save its transmission from one human being to another. That theory has the advantage of fitting most of the known facts.
>
> "It explains why plague, when it does arise to-day, has commonly its starting-point in a seaport. It explains why systematic quarantine has done so much to stop it."

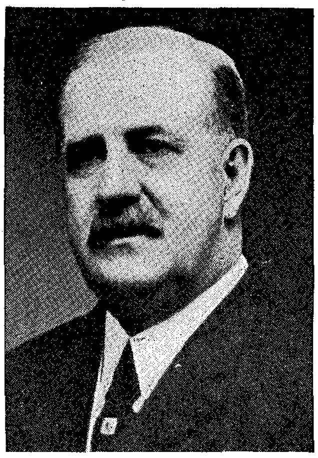
There is serious danger, we are warned, that the plague may spread to Europe and America through the trade in false hair. The correspondent of the London *Chronicle* reports:

> "Despite the danger of infection, the hair of the victims is being extensively purchased by German agents for sale in the United Kingdom and other countries.
>
> "The bodies of victims found in the streets of the stricken towns are naked, for the unemployed rob them of their clothes. The great European demand for false hair accounts for the fact that their pigtails are missing. The corpses received at the Harbin crematorium are all without pigtails."



SIR EDMUND WALKER,

President of the Canadian Bank of Commerce, who thinks that eventually reciprocity would end in political union.

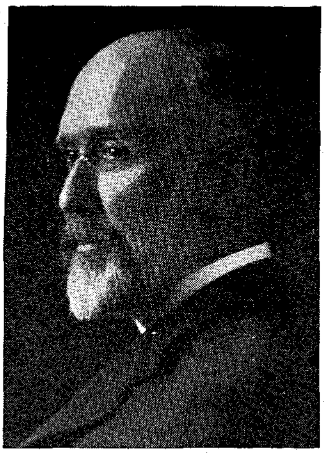


R. P. ROBLIN,

Whose position as Prime Minister of the great wheat province of Manitoba makes his opposition to reciprocity specially significant.

SIR JAMES WHITNEY,

Prime Minister of Ontario, who describes reciprocity as a stick of dynamite to shatter the bond between Canada and Great Britain.



J. W. FLAVELLE,

General Manager of the largest packing company in Canada. He believes reciprocity would kill a great many Canadian industries.

PROMINENT CANADIANS WHO ARE OPPOSING

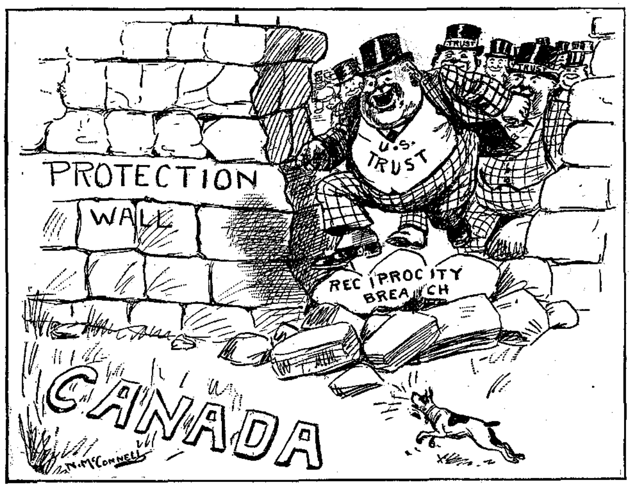
CANADA ON HER DIGNITY

THE DOMINION is not universally in favor of reciprocity, altho naturally, as a Government measure, the proposal has much support, and is expected to pass. But among trade circles, irrespective of party "opposition to it is hardening," declare the press. The liveliness of the debate is indeed contributed mainly by the opposition. Sometimes even Sir Wilfrid Laurier himself appears to be languid in his advocacy of his own especial proposal. But those who oppose him are unwearied and undaunted in their trenchant animadversions. The newspaper which is the strongest, most violent, and indeed the ablest of antireciprocity organs is, of course, the Conservative *News* of Toronto which represents the views of ex-Premier Borden, ex-Finance Minister Foster, and their followers. *The News* summarizes what its vehement editor styles the "condemnation of reciprocity by the general public of the Dominion." According to this writer the proposal of the Laurier Government has been:

"Condemned at a mass-meeting of Hamilton citizens.
"Condemned by the Prime Ministers of Ontario and Manitoba.
"Condemned by the Associated Boards of Trade.
"Condemned by 18 prominent Liberals of Toronto.
"Condemned by the Toronto Board of Trade in the East.
"Condemned by the Winnipeg Board of Trade in the West.
"Condemned by the Niagara Peninsula Fruit-Growers' Association, who appeal to the Senate.
"Condemned by business, political, and patriotic organizations throughout the country too numerous to mention."

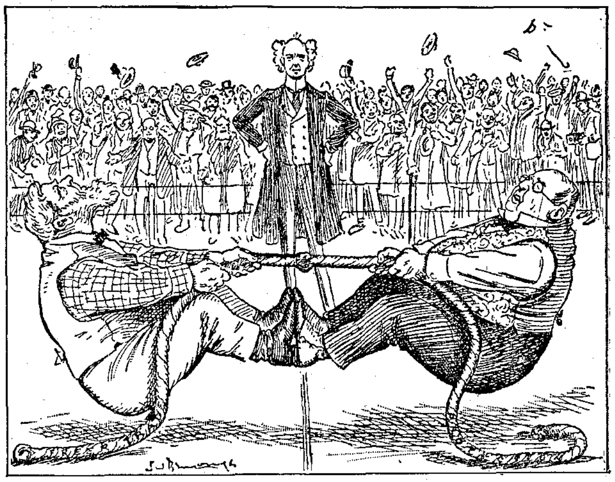
The News dwells especially on the fact that Canadian "Boards of Trade have no use for reciprocity" and quotes in full the resolution passed by the Ontario Associated Boards of Trade at a recent meeting. The significance of this resolution is that while it was carried by an Eastern trade combination, it also echoes the language of the Western trade associations at their gathering in Winnipeg. The Ontario resolution runs as follows:

> "Whereas the present unexampled prosperity of Canada is the result of the policy which has been pursued in the development of her trade and of her natural resources, involving the expenditure of hundreds of millions of dollars upon railways, canals, steamships, and other means of transportation between East and West and West and East, and the obligation to incur further great expenditure for the same purposes;
>
> "And whereas further development along the same lines would be seriously checked by the proposed reciprocity agreement with the United States of America, and the benefits of the expenditures referred to would be to a great extent lost;
>
> "And whereas it is essential to the continued national unity and development of Canada that no trade relations with any country should be agreed to by Canada on any basis which



A NEW FIELD FOR CONQUEST.

—*Toronto News.*

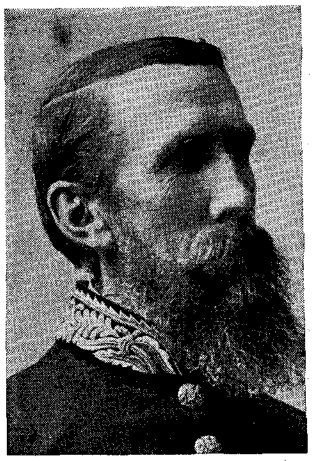


THE FISCAL TUG-OF-WAR.

Farmers' Association versus Manufacturers' Association.

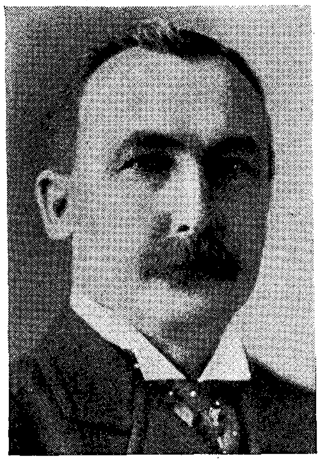
—*Toronto Globe.*

TRUST AND DISTRUST.



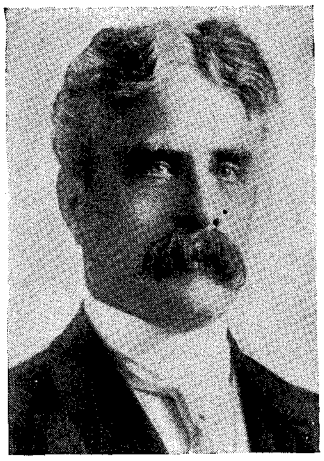
GEORGE E. FOSTER,

Former Finance Minister, whose knowledge of fiscal relations makes him an expert on such matters as reciprocity.



CLIFFORD SIFTON,

Chairman of the Canadian Conservation Commission, who opposes reciprocity to save Canadian forests from the American ax.



R L. BORDEN,

Leader of the opposition party in the Canadian Commons, who views reciprocity as a perilous experiment for Canadian interests.

RICHARD M'BRIDE,

Prime Minister of British Columbia, who holds that even the Canadian Far West would be better off without reciprocity.

RECIPROCITY WITH THE UNITED STATES.

would check the growth and development of trade between the various parts of Canada with each other or between Canada and the various parts of the Empire;

"And whereas the proposed reciprocity agreement between Canada and the United States of America would seriously check the growth and development of this trade;

"And whereas any present benefit to any section of Canada or to any interests or individuals therein which might accrue from the proposed agreement would accrue to other sections and interests and individuals, and the result to Canada, as a whole, would be greatly injurious;

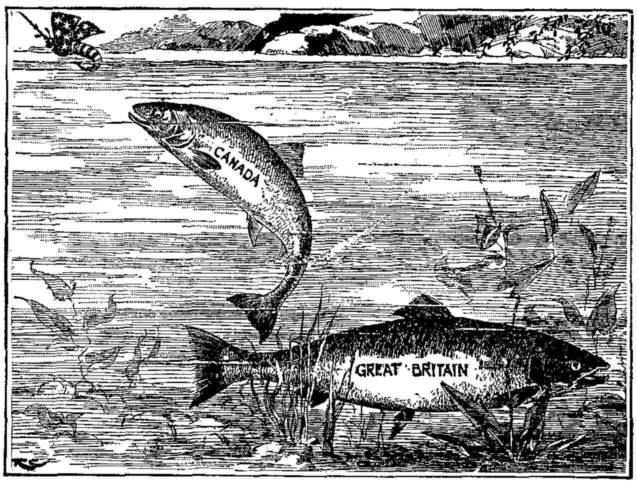
"And whereas as a result of the proposed agreement the freedom of action possest by Canada with reference to her tariff and channels of trade would be greatly curtailed;

"And whereas after some years of reciprocity under the proposed agreement the channels of Canada's trade would have become so changed that a termination of the agreement and a return by the United States to a protective tariff as against Canada would cause a disturbance of trade to an unparalleled extent;

"And whereas this risk should not be voluntarily undertaken by Canada, and would weaken the ties which bind Canada to the Empire, be it therefore resolved that in the opinion of this convention of the Ontario Associated Boards of Trade that the proposed agreement threatens Canadian nationality and autonomy, and is opposed to the true interests of Canada and should not be ratified."

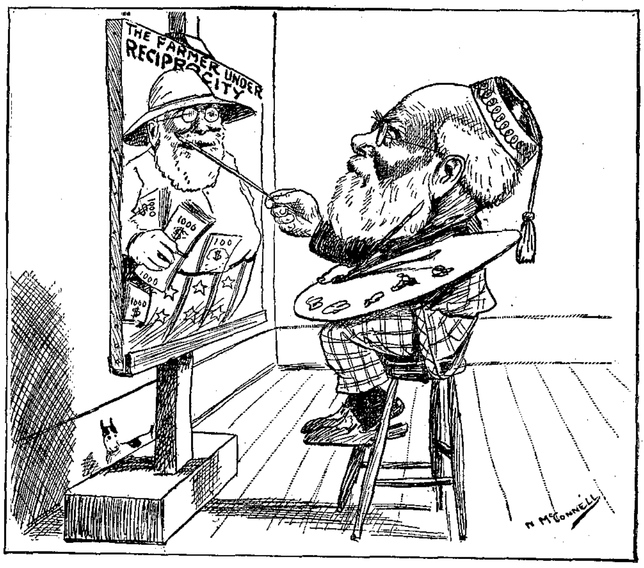
The most powerful and influential speaker among those who oppose reciprocity in the Ottawa House of Parliament is Mr. R. L. Borden, leader of the Conservatives, who recently implored his brother legislators to beware of making a leap in the dark. Let them cling, he said, to the fiscal and tariff independence which has hitherto prevailed not only in the United States but also in Canada. He referred to the utterance of Mr. Champ Clark as being conceived "by no means in a humorous or jocular vein," and added:

"The whole situation illustrates the very serious position in which a Government places a nation when it brings down a treaty and says to the Parliament: 'You must accept or reject it as a whole.' There is a very great difference between this and the usual secret tariff. And even those tariffs have been amended, in some cases there have been many amendments. But in this case, when delegations have come the Government has had to say: 'We realize that there is a certain sacrifice, that there is a certain injustice, but our hands are tied.' It is unfortunate that the Government has placed Parliament in this position. Such procedure is bound to lead to dissatisfaction. Further, I am persuaded that it would be the part of wisdom if both the United States and Canada were to deal with their tariffs in their own way without any agreement. Such an agreement, instead of leading to friendship, will lead to



PARENTAL INDIFFERENCE.

THE YOUNG SALMON—"As my respected parent seems to be asleep, there's no harm in trying a little flutter on my own account."
—*Pall Mall Gazette* (London).

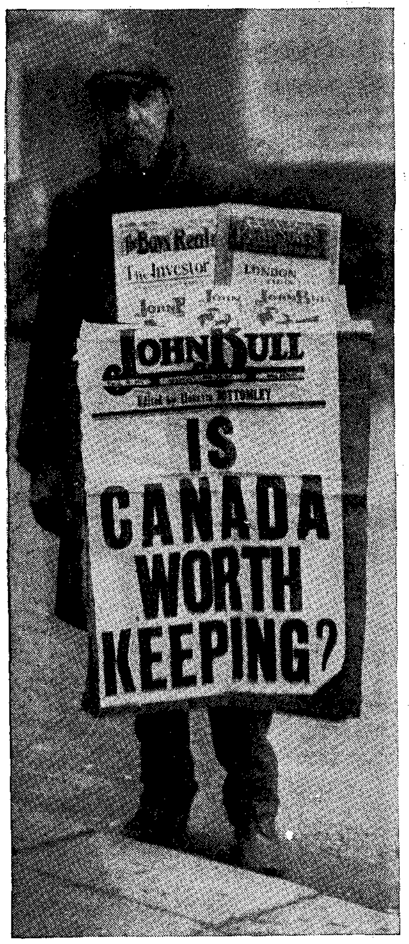


HON. WILLIAM PATERSON—"It takes a vivid imagination to produce a masterpiece like this."
—*Toronto News.*

BRIGHT THOUGHTS.

friction. We know that it has been tried before between nations of the Empire, and in every case it has led to just such results as I have indicated."

Perhaps the greatest impression of Canada's opposition to reciprocity has been produced by the speech of Mr. G. E. Foster. This utterance has been largely quoted both in Canada and in Europe. The ex-Financial Minister or Secretary of the Treasury speaks of reciprocity as an economic measure. As a specialist in finance he condemns any such innovation in the tariff relations of the United States and the Dominion. Looking upon the matter in its relation to Canadian nationality he concludes as follows:



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RECIPROCITY EXCITEMENT IN LONDON.

A street vender of papers displaying the principal topic of British concern.

> "There is danger, deep danger, on this path we have entered. It leads away from home. I pray, sir, the full meaning of this first step may soon burst upon the Canadian Parliament and the Canadian people. This land is ours. We have made it. Please God we keep it an abiding national home for our children's children to remote generations of happy citizens of an Empire whose name is synonymous with liberty and whose permanence makes for the triumph of the highest civilization and world-wide peace. This proposal cuts square across this ideal, endangers it, and may overthrow it entirely. It will weaken the ties of Empire, weaken the affections of new generations, and create new attachments till, like Samson of old, we shall be shorn of our strength."

A great blow has been dealt to the ministerial measure by the defection of Mr. Clifford Sifton, ex-Minister of the Interior in the Laurier Government and chairman of the Dominion Conservation Commission, who, as he says, has given the best years of his life to the work of settling the Canadian Northwest. He opposes reciprocity because he fears the United States is using it to alienate Canada from the Empire and draw it toward annexation. And he confirms his view by quoting Speaker-to-be Clark and President Taft:

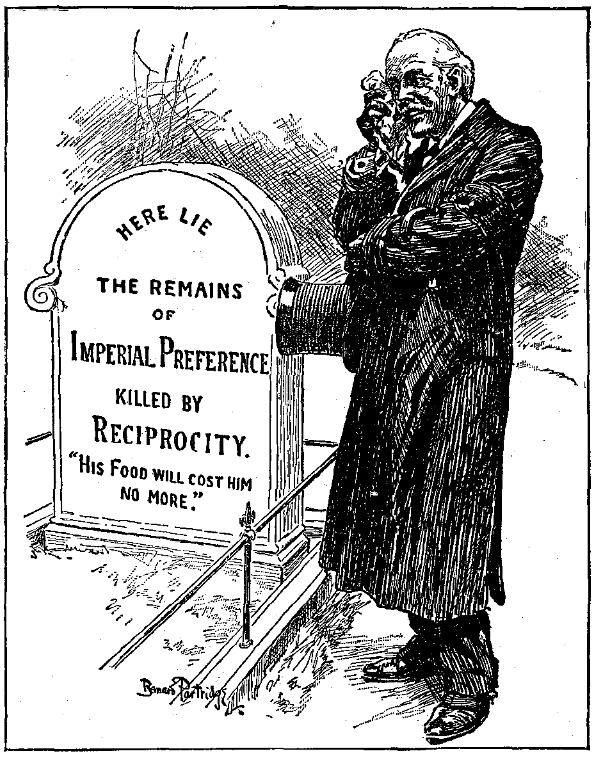
> "I decline to entertain for a second the suggestion that Champ Clark, leader of the Democratic party, was not speaking seriously of annexation. If it had not been for Mr. Clark and the Democratic party, this reciprocity agreement never would have passed the House of Representatives. It was he who put it through. Let him speak for himself. He says he and his party are in favor of this proposal, because it leads to annexation.
>
> "What did Mr. Taft, leader of the Republican party, say? Canada is a strong country; it has a great storehouse of natural resources. He says that it has been pursuing a strong and successful policy of development, but is now at the parting of the ways. 'Therefore,' he says, 'before Canada is irrevocably fixt in the policy leading to the consolidation and strengthening of the British Empire, we must turn her from her course.'"

AN ENGLISH CAGLIOSTRO

French essayists have sometimes said that the overthrow of the French monarchy began in the machinations of the wizard, charlatan, and so-called impostor, the Count Cagliostro. He broke through "the divinity that doth hedge a king" in bringing to light the levity and vanity of a French queen, Marie Antoinette, and the diamond-necklace affair, as is often averred, sent Louis XVI. to the scaffold. The French writers and editors of the present day are now speculating upon what they call "the decay of the monarchical sentiment" in England. A recent incident in the experience of King George V. is made to serve as the text for a discourse or two upon the alleged weakness of the throne in the British Isles. Not only do papers of extreme Socialistic opinions, like the *Humanité*, predict the establishment of a republic in England, but calm and thoughtful conservative journals like the Paris *Gaulois* can not conceal their forebodings of a change. A king, nowadays, it appears, can not live above public opinion and order his critics' heads off, but must hunt down through the law courts any one who ventures to accuse him of immorality or violation of the law. An apparently absurd story was trumped up by a newspaper editor, Mylius by name, to the effect that the present King of England had secretly married a daughter of the English Admiral Seymour eighteen years ago, and that the present Queen of England was not his only wife. This tale was published in the revolutionary *Liberator* (Paris) and was translated and printed in a London paper of the same character. Mylius was tried on the suit of the King, found guilty, and condemned to a period of imprisonment.

Mylius is Cagliostro come back to life, exclaims the great Conservative paper of Paris, the *Gaulois*. The editor asks:

> "Who is this Mylius? I remember him perfectly, and he is indeed a very ancient figure in history. He first appeared on the stage about a century and a quarter ago. He began his operations in France, and at that epoch bore the somewhat celebrated title of Count Cagliostro. The result of his appearance among Frenchmen was the disgrace of a cardinal, the dragging of a queen through the mud, and the befouling of a throne. . . . This Cagliostro is come to life again to-day in the person of Mylius."



RESIGNATION.

Mr. Arthur Balfour (looking on the bright side)—"His food will cost him no more. A beautiful thought! So consoling!" —*Punch* (London).

FALL OF THE BRIAND MINISTRY

MR. ARISTIDE BRIAND has thrown up his hand as director of the French national Government and pleads broken health and the personal opposition of the Republican party as reasons for his action, in which all members of his Ministry concur. His career has had something of the dash and splendor of Gladstone's experience as an extraordinarily able, but somewhat quixotic, even inconsistent, politician. Gladstone began as a Conservative and a High Churchman and ended as an out-and-out Liberal and Church disestablisher.

THE NEW FRENCH PREMIER,

Antoine Monis, who succeeds Briand, has been Minister of Justice and Vice-President of the Senate, and is expected to continue the radical policies of his predecessor.

Briand was a Socialist in the early years of his fame as an advocate at Nantes, and represented the extreme party of anticlericalism. By his voice and his pen he promoted the separation of Church and State in France. He was also one of the editors of the extreme Socialist paper, the *Humanité*. By his sudden changes of front on labor questions, by the strong hand with which he put down the strikes in Paris, he has called down upon his head the curses, both loud and deep, of the paper whose populist, anticlerical, and antimilitarist views he once represented and enforced with his caustic and eloquent pen. He has been accused of absolute failure in enforcing the Public Worship laws, of which some people say he was author and which he certainly introduced in the Assembly.

In consequence of this, he complains, his course as Premier for the second time, which began last year, has been harassed, and his profest policy of pacification defeated, at every turn. So bitter has been the hostility which he roused, that he resorted to the extraordinary expedient of sending a letter to President Fallières explaining the action taken by himself and his colleagues.

In this letter Mr. Briand states that their resignation is forced upon them by "the increasing hostility to the Government manifested by certain elements of the Republican party," notably the extreme anticlericals and Socialists. "These elements," he continues, "constantly opposed themselves to the program elaborated by the Government in the interests of social progress, public order, and the security of the nation." The retiring statesman concludes as follows:

> "The ambition of the cabinet was solely to bring to realization a broad policy of reconciliation and peace. The Council of Ministers felt sure that in religious matters, now that the Separation was an accomplished fact, the process of laicizing public institutions should be carried on reasonably and tolerably, with due respect to every form of belief.
>
> "My appeal to the Republicans to unite their activities was misunderstood by some of them and misrepresented by others. It was therefore thrown away. The resulting schism, which I failed to heal, has rendered barren all my efforts to carry out a program which I believe with my colleagues to be the most comprehensive and the most courageous that has ever been laid before Parliament."—*Translation made for* THE LITERARY DIGEST.

AMERICAN SETBACKS IN CHINA

THE JAPANESE press have concluded that American diplomacy in China has experienced a dash of cold water. They believe that the plan of Mr. Knox to "neutralize" the Manchurian railways has come to grief, that the projected rival railway to be built with British-American capital has come to nothing, and that our plan to loan $50,000,000 to China is a failure. The Chinese loan may be merely delayed, but the delay elicits much surprize and speculation from Japanese editors, who have been watching the progress of the loan negotiation with keen interest and serious concern. Mr. Willard Straight, representative of the American financiers interested in the loan, had been carrying on the negotiation with success, and the Chinese Government was about to affix the seal of state to the loan contract. "What, then, caused the Chinese statesmen to change their minds so abruptly?" inquires the *Mainichi* (Osaka), which tries to explain the matter in these words:

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MR. WILLARD STRAIGHT,

Who has been conducting the negotiations for the American loan to China. Only thirty-one years of age, he represents the Morgan, Schiff, and Standard Oil group of capitalists in China. He has lived there ten years.

> "The reason for the Chinese refusal seems to be twofold. In the first place, President Taft's announcement, in his message to the Congress, that the loan negotiation had come to a happy issue, was not agreeable to the Chinese Government, which desired to keep the matter quiet until the contract was practically signed. Such a public statement from the American Executive not unnaturally inspired the Chinese mind with suspicion. In the second place, the Chinese Government was given to understand that the Tzu Cheng Yuan, the Senate, would not approve of the loan."

That the Japanese papers do not see the matter in its true light is intimated in a letter addrest to the Editor of THE LITERARY DIGEST by the State Department at Washington, from which we learn that the negotiations with China are still pending and that it is quite premature to predict their result.

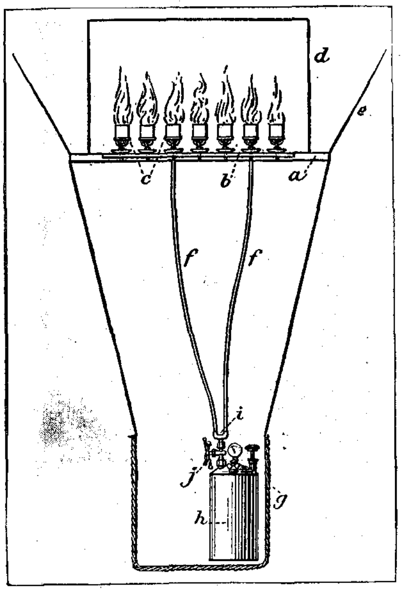
Mr. Knox speaks of the loan and railway matters in the following very guarded terms:

> DEPARTMENT OF STATE, WASHINGTON,
> February 25, 1911.
>
> "*Editor*, THE LITERARY DIGEST.
>
> "SIR: In reply to your letter of the 18th instant, I beg to say that the proposed loan to China of $50,000,000 for currency reform is still under negotiation. The proposed railway across Manchuria is not an American, but British-American project.
>
> "The Department of State has no knowledge of any desire or intention on the part of the interested British or American corporations to abandon the project. The proposal to internationalize all the railways of Manchuria was made as an alternative to the construction of the last-mentioned Chinchow-Aigun Railway.
>
> "Since the plan contemplated the cooperation of Russia and Japan with other Powers it is evident that it can not be realized until these Powers are agreed to it, and the Department can not prophesy what development in this direction the future may show.
>
> "I am, sir,
> "Your obedient servant,
> "P. C. KNOX."

SCIENCE AND INVENTION

THE FIRE-BALLOON COMING BACK

THE FIRE-BALLOON, which was the original sky pioneer, invented by Montgolfier, is now reduced to the status of a toy—a globe of tissue paper lifted into the air by the heat of a burning spongeful of alcohol, and destined to flare up in picturesque disaster after sailing a mile or so. The fire-balloon has, however, great advantages over the gas-balloon. It is very cheap and it can not explode. Given a steady, reliable, safe source of heat, there is no reason why it should not displace the gas-bag altogether. In France, as we learn from an article on "The Twentieth-Century Montgolfier," written for *La Nature* (Paris, February 4) by G. Camus, a special aviation society for the development of the hot-air balloon has recently been formed. What it has done and what it proposes to do are described as follows by this writer:



HEATER FOR HOT-AIR BALLOON.

a, Circle of frame; *b*, frame; *c*. burners; *d*, protector for frames; *e*, bag of balloon; *f*, tube supplying gasoline; *g*, car; *h*, reservoir; *i*, *j*, stopcocks.

"A hot-air balloon that has a considerable lifting power at its start rises at first very quickly, but soon reaches its limit of altitude. . . . It is this brevity of time and distance that has prevented this type of balloon from developing as it should have done.

"But if we build a fire-balloon with a portable heat-source so that the lifting force will not lessen, we shall have a device superior to the gas-balloon. Until recent years we had no practical combustible admitting of the solution of this problem. Now we have at our disposal an ideal liquid fuel—petroleum—and also burners that will insure its complete combustion.

"In fact, the problem is solved; and all we have to do is to group our burners in a special form of heater which will serve, before the start, to inflate the bag, and during the trip, to maintain the temperature within it.

"The thing is evidently to construct such a heater. The idea was in the air, and in July, 1910, a campaign of education was begun in the journal *Aero*. The converts who had faith in this renaissance of the fire-balloon formed a society whose sole object was the practical study and popularization of the Montgolfier type. The heater is now built and gives perfect satisfaction. . . . Before describing it we shall remind our readers of the essential differences between a gas- and a fire-balloon and note their respective advantages and faults.

"Generally, in a fire-balloon, the source of heat is on the ground, and as the expanded air very quickly cools, the lifting power becomes almost instantly zero. In a gas-balloon, on the other hand, there is an excess of ascensional force that may be controlled in the form of sandbags. If we suppose a fire-balloon carrying a source of heat and with constant interior temperature, its signal defects will disappear. There will be no occasion for ballast, since we shall have at our disposal at each instant the slight ascensional force necessary to balance the balloon at a given altitude.

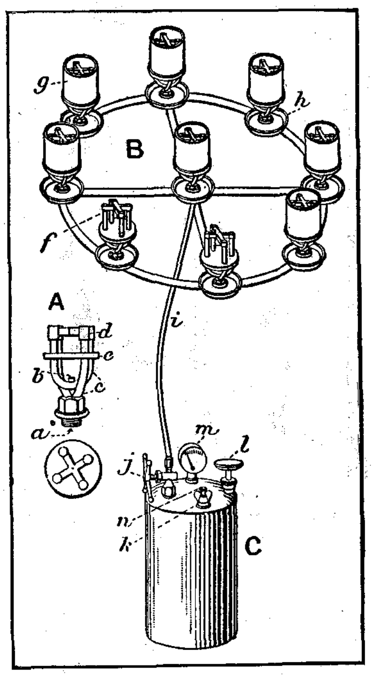
"It will be easy to ascend or descend, since it will be sufficient to increase or diminish the quantity of heat given off by the source.

"The chief faults of the gas-balloon are as follows: It uses an inflammable gas that may instantly cause an explosion; it has only a limited ascensional force dependent on the ballast that is carried; the balloon can be inflated only near a gas-plant, and the expense is great."

None of these defects, we are assured, will appear in the improved Montgolfier, for hot air is not a combustible gas; it will only be necessary to carry a few quarts of gasoline to obtain a steady temperature, and the inflation, which may take place anywhere, will be rapid. A detailed description of the burner, the heater, and the new Montgolfier are then given, as follows:

"The burner is formed of U-tubes placed at right angles and united at their upper ends by cross-pieces. Below they connect with a supply tube and an aperture for ignition. . . . The liquid rises under pressure in the two branches of one tube, crosses over, and descends in the branches of the tube having the aperture below, which it reaches completely vaporized and burns with a fine blue flame that is more powerful as the pressure is greater. . . . . . .

"The burner is surrounded by a tube that limits and directs the flame. . . . At the lower end there is a cup to hold the alcohol by means of which the burner is started. . . . When all the alcohol in this cup has burned out, the gasoline that reaches the burner under pressure is heated sufficiently, after passing through the U-tubes, to reach the point of exit perfectly gasified. . . .



PLAN OF BURNERS.

A, burner; *a*, supply orifice; *b*, exit orifice; *c*, U-tubes; *d*, cross-piece; *e*, support; B, frame; *f*, burner, without its flame-tube; *h*, lighting-cup; *i*, supply-tube; C, reservoir; *j*, stopcock; *k*, aperture for filling; *l*, air-pump; *m*, manometer; *n*, screw.

"The reservoir is carried in the car, and the frame with its group of twenty burners is fixt at the base of the balloon and about six feet above the bottom of the car. One or more flexible tubes join the burners to the reservoir. . . . The arrangements admit of much variation, and if desired each burner may be provided with its own stopcock, so that it may be isolated in case of need. To protect the envelop of the balloon, the flame-zone is surrounded with metal tissue which will not permit too high flames to pass. . . . . . .

"To sum up, the twentieth-century fire-balloon is characterized simply by its heater, using petrol completely burned in gaseous form.

"In the course of the present year we shall see these modern fire-balloons in the air, and doubtless a new branch of aerostation will arise, enabling its adepts to make numerous ascensions at will, or long aerial journeys, at very low cost."—*Translation made for* THE LITERARY DIGEST.

WHY FISHES YAWN—That fishes yawn, just like human beings, and probably for the same reason, is announced by Richard Elmhirst, superintendent of the Millport Marine Biological Station in England. He has watched many kinds of fish yawn, including cod, saithe, cobbler, and plaice. Says *Knowledge* (London, February):

"He describes the wide opening of the mouth, the slow expansion of the buccal cavity, the erection of the gill-arches, and then a rapid expulsion of the indrawn water, mostly from the mouth, partly through the gill-slits. This is often accompanied by a distinct heaving of the pectoral region and erection of the pectoral fins, and is quite different from the rapid movement of the gill-cover and jaws when the fish dislodges a bit of seaweed from its gills. 'From numerous observations, I am led to think that this action of fishes is a real yawn, and serves the true physiological purpose of a yawn, *i.e.*, flushing the brain with blood during periods of sluggishness. The conditions conducive to yawning are a slight increase in the temperature of the water, and, I suppose, the accompanying diminution of oxygen.' "

A CHINESE CITY BUILT TO ORDER

OUR GREAT corporations are not the only bodies that can make cities spring suddenly out of the wilderness. George E. Anderson, United States Consul-General at Hongkong, writes to *Daily Consular and Trade Reports* (Washington, February 6) that a little over a year ago Chinese capitalists began the construction of a modern Chinese city on the shore of Yehli Bay, ten miles from Macao inner harbor. It will be called Huengchow, and will differ from other Chinese cities in many modern ways thought to be peculiarly significant. These differences lead the Chinese Imperial Maritime Customs Commissioner at Lappa to predict in his last annual report, as quoted by Mr. Anderson, that this new Chinese city with all foreign comforts will prove a great attraction to wealthy Chinese immigrants, who are averse to returning to their own country and making their homes in an ordinary Chinese town, having acquired foreign habits, likings, and tastes. The Commissioner goes on to say:

> "The promoters' scheme is a most ambitious one. Of prime necessity there will be the construction of an immensely strong breakwater, over a mile long, and extensive dredging, as there is no natural harbor. . . . Jetties are to be solidly constructed of large blocks of stone, which exist in large quantities in the neighboring hills, sunk in layers between rows of wooden piles. The scheme allows for a well-laid-out city, with broad streets and foreign buildings for shops and residences, which is to be governed by a municipal council; it also provides for schools, charitable institutions, police- and fire-stations, theater, public gardens, electric light, and trams, waterworks, afforestation, chamber of commerce, free libraries, and, in fact, everything that may tend to the public good. Opium-smoking and gambling of all sorts are to be strictly prohibited."

ASCENT OF A FIRE-BALLOON.

The construction of the city, we are told by Mr. Anderson, was begun in April, 1909, and many buildings have been erected, including police and fire-brigade stations, residences, and business buildings. The work on the breakwater progressed rapidly for a time, but is delayed for financial reasons. We read further:

> "In fact, at present nearly all work has ceased until it is certain what course toward the city is to be followed by the Chinese Government. About a year ago the viceroy of the province petitioned the central Government in behalf of the people interested in the city, asking that it may be made an open port and a free port, the design being to build it up on the basis of trade freedom like that enjoyed in Hongkong. No action along this line has been taken, but the acting viceroy a short time ago again memorialized the throne in the same sense. What action will be taken is uncertain.
>
> "The important fact about this enterprise is the desire of the Chinese business men to establish a city upon modern lines with all modern improvements for their own use and comfort. From the whole enterprise appears a disposition toward modern things which is of vast importance in the trade of the country in the near future.
>
> "In this enterprise, too, may be seen a purpose to build up a Chinese port to take the place of a trade center in this part of the world. . . . . . .
>
> "Similar efforts are being made in the north in efforts to build up Newchwang as an all-the-year port, and in the schemes to establish new ports at Nan Lien Bay and elsewhere in that portion of China."

IDLERS WHO CRITICIZE

SHOULD the critic of an artistic or industrial result be able to produce a better result himself? Or, at least, should he be familiar with the technic of the process, whatever it may be? A critic who was taunted with inability to perform an operation that he criticized once replied somewhat tartly, "No; and I never laid an egg, but I can tell a good from a bad one!" In somewhat the same spirit *The Engineering Magazine* (New York, February) rebukes what it calls "a confusion of ideas and a fallacy of argument" in an address by Warren S. Stone before the National Civic Federation at its recent conference. Mr. Stone is quoted as asking, about an advocate of efficiency: "Has he ever shoveled coal into a locomotive? No; and yet he makes the assertion that the railroads waste half their coal. I have shoveled more coal into locomotives than could be piled on two of your city blocks." To which *The Engineering Magazine* rejoins:

> "To measure a man's knowledge of possible economy in fuel combustion by the tonnage of coal he has shoveled is a good deal like testing the skill of an architectural engineer by the thousands of brick he has laid or, better, taken up the ladder. Has he ever carried a hod? No; and yet he asserts that steel construction is more efficient than brick!
>
> "There have been many betterments in the efficiency of fuel combustion in stationary steam plants during the past twenty-five years, and the best to-day probably saves half the coal used in the good average practise of a quarter-century ago. The waste of fuel was due to imperfect apparatus, appliances, methods, knowledge—not to wilfulness of the firemen. None of the betterments was made by the men who shoveled coal through the fire doors. None of them has increased the labor of the men who shoveled the coal. Many of them have lightened that labor. None of them has lessened the number of jobs for firemen wanting work. On the contrary, the reduced cost of power has increased enormously its use and the number of firemen employed.
>
> "If similar improvements had been made in locomotive firing so that one city block full of coal could do the work of two, Mr. Stone's labor of shoveling would have been only half as exhausting, while his pay would have been the same. The other block full of coal would have been conserved for productive uses, employing other men. Mr. Stone's job would have paid just the same, and some other man would have got a job at equal pay shoveling the other half of the coal. The value of that second city block of coal would have remained in the railroad treasury to do useful work, employing more men. It is

hard to see how even from the most selfish interests Mr. Stone can so savagely insist upon shoveling that second city block full of coal, and refusing to have any one save it or save him from the 50 per cent. of useless, profitless waste."

KIPLING AS THE DOCTOR'S FRIEND

KIPLING as a "sincere and earnest friend of the medical profession," a "defender of medical faith and professional honor," is held up to public admiration in the editorial pages of *The Hospital* (London, February 11). He displays, we are told, "an uncanny familiarity with the technicalities of all the arts and sciences," which includes "extraordinary knowledge of medical terminology," and besides this he has established himself in the good graces of the profession by his "treatment of medical themes and medical characters." In conclusion, his inclination to "idealize rather than to criticize" is contrasted with Barrie's "sly digs at the foibles of medical men." The writer goes on:

> "In the latest volume by this pronounced medicophil—a collection of imaginary episodes from the lives of historical personages—there are two chapters of pronounced medical interest. In one of them the moral of the allegory will be readily drawn by cultured people in an England which is actually suffering from rat-plague; but in the other it is to be feared the author has veiled some of his allusions to the point of obscuring them altogether as far as the lay public is concerned. The book in question is 'Rewards and Fairies.' . . . . . .
>
> "In the tale entitled 'A Doctor of Medicine' the author describes the work of a medieval astrologer in staying the ravages of plague in an English village. Noticing the corn-chandler's shop as a center of infection, and the immunity of the village smithy, his attention is further caught by the mortal sickness of the rats that swarm about the former place. He then conducts a crusade against the rats; not from any clear perception of the connection between human plague and rat plague, but because the 'conjunctions,' 'trines,' 'antipathies,' and so on of the planets indicated this as a means of stamping out the disease. The result of his efforts is complete success.
>
> "In 'Brother Square-Toes' the allusions are less plain and patent. Briefly this is a story in which Laennec is shown to us perfecting the stethoscope while a prisoner of war in England. An English herbalist and witchmaster helps him to secure patients from among the yokels on whom to practise; and this same irregular practitioner has mastered the rudiments of breathing exercises, open windows, and, in fact, of the open-air treatment of tuberculosis. Whether we are meant to draw as an inference that the unqualified can sometimes teach the qualified a lesson, each reader must decide for himself. Certainly the ingenuity of these stories is remarkable, and shows that Mr. Kipling's interest in medicine has carried him a good deal more than skin deep in his researches into it."

TO FIX POSITION BY SOUND AND WIRELESS—Sound-waves in air and electric waves in the ether may hereafter cooperate in giving a ship information of her position in foggy weather. A device to which the inventor has given the somewhat barbarous name of the "fogometer" has been invented by a Seattle man for accurately determining a vessel's bearings and distance from a station on shore, by the use of wireless telegraph and sound waves. The instrument depends for its operation, we are told by a writer in *International Marine Engineering* (February), upon the relative velocities of electric waves and those of sound. If a wireless station sends a message simultaneously with the regular sound signal used during fog, the time interval in seconds between the tick of the wireless instrument on board the ship and the moment when the sound signal reaches the ear furnishes the basis for calculating the distance of the ship from the light-house where the signals were given, and the ship will be somewhere on the arc of a circle, at that distance from the shore station. The writer goes on to say:

> "Now, if the ship be run on her course for a certain distance by log, and her position again determined by wireless and sound, she will again be somewhere on the arc of a circle at a distance from the shore station corresponding to the last observation. These observations furnish data for the three sides of a triangle, by means of which the exact position of the vessel can be determined. If the vessel and wireless station are equipped with submarine signaling apparatus, this can be used instead of the usual fog signal, using, of course, different constants in the calculation.
>
> "The fogometer consists of three scales, one of which is laid parallel to the course of the vessel, and which is graduated to show the distance traveled by the vessel between observations, and two hinged scales, one of which is mounted at one end of the fixt scale and the other upon a sliding block, so that it can be set to the distance traveled by the vessel. These two movable scales are graduated to correspond to the distances of the vessel from the shore station, as found by the two sets of observations. By placing this instrument on the chart, parallel to the ship's course, and properly adjusting the scales to the values found, the position of the vessel is shown at once.
>
> "Shore stations may be called upon to dispatch sound and wireless waves simultaneously, at intervals as desired, during fog, and by this means the navigator can determine his position with considerable accuracy."

ELECTRIC POWER IN HOUSE-WORK

THAT THE electric motor—handy, efficient, and clean—is not more used in the daily work of the household arouses wonder in the writer of an article on "The Family Motor" in *The Electrical Review and Western Electrician* (Chicago, February 25). The power so used at present is largely muscular, generally effective, but not always reliable, and apt to use up energy needed in other directions. One trouble, the writer thinks, is that the various small machines used in the household—egg-beaters, ice-cream-freezers, dish-washers, and so on, require widely varying speeds, so that hitherto it has been difficult or impossible to operate them with a single motor. This has been obviated by a recently invented device, so that we may yet see the motor-driven machine in wide use for all kinds of work in kitchen, pantry, and sewing-room. We read:

> "The total cost of power for sewing, washing, and wringing, mangle ironing, chopping meat, grinding coffee, and polishing silver, would be a sum that almost any housekeeper would be willing to pay for a few hours more to call her own, or for being able to take a more independent stand on the servant question.
>
> "Electricity has advanced far enough now to give her the opportunity she has longed for, but for the woman living in a moderate-sized house and on a moderate income, the question of initial cost of all the appliances she would like to have and hopes some time to possess, makes her hesitate.
>
> "The problem of operating many devices by a single motor has received much thought, and many solutions have been offered. The problem is somewhat complex, since the different machines require different amounts of power and must operate at different speeds; for example, washing-machines and ice-cream-freezers must operate usually at speeds below 100 revolutions per minute, sewing-machines at 600 revolutions per minute; polishing-wheels at from 1,700 revolutions per minute upward.
>
> "J. Steiner, of the Steiner Manufacturing Company, St. Louis, Mo., has devised a method whereby one motor may be used to drive successively the washing-machine, the wringer, the ironing-machine, the ice-cream-freezer, the sewing-machine, the coffee-grinder, the meat-chopper, and the buffing- and grinding-wheel. This method is working out very satisfactorily, and the one motor is doing the work formerly requiring several, thus reducing the first cost of the equipment without causing any increase in the cost of running. The Steiner outfit consists of an adjustable stand on which the motor is mounted and belted to a short three-speed counter shaft, from which the machine to be driven may be connected by belt or through a worm gear for further speed reduction. The equipment provides means for driving all of the machines previously mentioned and many of the machines themselves may be purchased with the motor."

DISADVANTAGES OF AN ONLY CHILD

THESE are usually sufficiently evident to the child himself, but, as thus viewed, they are predominantly social. That there are also medical and hygienic disadvantages would appear from an examination of 100 " only children " made recently by an Austrian expert. Such children, he finds, are much more apt to suffer from nervous troubles or malnutrition than children with brothers and sisters, and they are more likely to be restless and wayward. The investigator attributes this to excess of care bestowed on the one " little ewe-lamb " by its parents, but it may be also due in part to the " domestic isolation " of the only child and to deterioration of the race arising from limitation of offspring. These latter considerations are suggested by a writer in *The Medical Record* (New York, February 18), who says:

> " The moralist, the educational expert, and the publicist have each pointed out the disadvantages associated with a childhood spent amid the solitude of a home in which there are no other children. These disadvantages concern not only the future welfare of the child, but also the integrity of the family and of the race. The domestic isolation of the child accounts for important defects in its ethical and intellectual development. Moreover, the danger of racial deterioration resulting from limitation of offspring has, in many parts of the world, become a problem of national importance. But another phase of this question has apparently escaped attention, namely, the relative morbidity of the ' only ' child.
>
> " With the characteristic ingenuity with which Teutonic writers have explored the outlying districts of medical research, this problem has recently been approached by J. Friedjung, who reported his results before the Pediatric Section of the Society of Internal Medicine and Pediatrics, in Vienna, November 10, 1910. His observations were made on 100 children, 45 boys and 55 girls, of ages ranging from two to ten years. Of these there were 18 characterized as severely neuropathic, and 69 as slightly neuropathic, and only 13 were fully normal. In contrast to these observations, it was found that among 100 children belonging to families containing several offspring, only 31 were neuropathic. The nervous phenomena were of a neurasthenic and hysterical nature. The emotion of fear was conspicuous in 75 of the 87 neuropathic children. In 49 there was restless sleep. Waywardness and unusual mental ability went hand in hand. In 32 children there was a remarkable degree of malnutrition. . . . The author attributes these morbid manifestations to the excess of tender care which these children receive, which conclusion suggests the proper prophylaxis and therapy."

A WIRELESS TRUST COMING—An agreement between the various wireless companies, leading possibly to their practical consolidation, seems to be foreshadowed by an understanding between the Marconi Company, the Telefunken Company, and several smaller German and Belgian companies, into which these various bodies entered on January 15, 1911. Says *Engineering* (London, February 10):

> " The result of the negotiations is that the new ' Deutsche Betriebs Gesellschaft für Drahtlose Telegraphie '—abbreviated, the D. B. G.—takes over the contracts into which the two radiotelegraph companies had entered with shipping companies. Marconi's company was the first in the field, and as it refused to transmit messages received by other systems, the Norddeutsche Lloyd, the Hamburg-American line, and other lines remained practically compelled to instal the Marconi system on their ships if they wanted to communicate with British Channel stations and American stations, even after the other systems were in a position to compete. The Berlin Radiotelegraphy Convention, of August 1, 1907, altered that, as it obliged every company to transmit any message received irrespective of the system. Of the more important states, Italy alone has not joined this Convention, which has made a brisk development of radiotelegraphy possible. In 1907, 32 German ships of the merchant service (navies are not considered in this note) were equipped with radiotelegraphy outfits; the number was 124 at the beginning of this year, 38 of these stations being on the Marconi and 86 on the Telefunken system. In both cases the telegraph companies were the owners of the installations, and the operators were in their employ. The new D. B. G. takes the stations as well as the personnel over and keeps the contracts with the shipping companies on; some of these Marconi contracts will run till 1917. The number of radiotelegraphic messages has very much increased of late, and the cessation of hostile competition will benefit the service, in which it was unpleasantly felt sometimes."

COFFEE WITHOUT CAFFEIN

THIS WOULD appear to be like the play of Hamlet with Hamlet left out. It is not the caffein in coffee, however, that produces the characteristic taste and odor. Pure caffein is practically tasteless, and it is now possible to remove it wholly or partly from the coffee-bean without interfering with the other properties. The uses of the process appear most evident when there is only a partial removal. In this case the coffee-lover may drink several cups of his favorite beverage without ingesting more caffein than he ordinarily does with one: he is pleasantly stimulated without being poisoned. Those who desire to take theirs without any caffein at all, may of course do so. Our translation is from an article on " Coffee and Caffein " in the *Revue Scientifique* (Paris, January 21). Says this paper in substance:

> " The complete study of the composition of coffee and the properties of caffein has made it possible to pursue the interesting question of the de-caffeination of coffee. Caffein is not found in coffee alone; it occurs also in tea, whence it is extracted for use in pharmacy, in the kola-nut, in coco and in other medicinal plants.
>
> " One hundred ounces of green coffee contain from 2 ounces to 0.8 ounce of caffein. The kinds usually consumed in France contain a little more than 1 per cent. If a person takes three cups of coffee a day he absorbs about 4.7 grains of caffein. In therapeutics the doses of caffein medicinally employed vary from 4 to 30 grains daily.
>
> " Isolated in the pure state, caffein crystallizes in white silky needles, constituting a definite chemical body of the puric series. It does not exist free in the coffee-bean, but in combination with a complex acid as a double salt of potassium.
>
> " It has long been known how to extract the caffein from coffee. But until very recently it has not been thought possible to extract it without removing from the bean, at the same time, the aroma which makes it pleasant to the taste. These new processes seem to be of considerable delicacy.
>
> " According to the best-known patents, the extraction of the alkaloid takes place in the whole bean of the green coffee, which preserves, after the treatment, its form and outer appearance.
>
> " The coffee, thus deprived of almost all its caffein, is then subjected to roasting like ordinary green coffee, and the agreeable aroma develops normally in the course of the heating, the operation that deprives the coffee of its caffein not having removed the substance, otherwise unknown, that engenders the familiar odor and taste of brown coffee in the roasting process."—*Translation made for* THE LITERARY DIGEST.

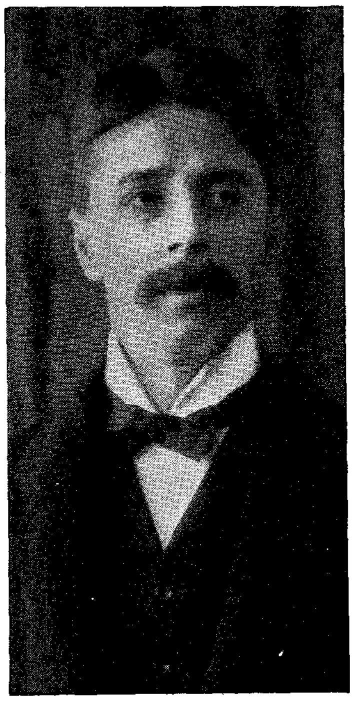
AN ALL-STEEL AEROPLANE—As a possible step toward an aeroplane built wholly of steel, attention is called by *The American Machinist* (New York, February 9) to the construction of the new Esnault-Pelterie monoplane, the exhibit of which at the recent Paris Aeronautical Exhibition attracted considerable attention. We read:

> " In this machine the framework, including that for the lateral and vertical rudders, is entirely of steel tubing. On the lower longitudinal frame member is mounted the lever for operating the wing warping, the lever being on ball bearings and the connection up to the driver's hand being by means of a stout steel column. Without being unnecessarily heavy there is as great a margin of safety as in the best built automobile steering gear. This machine is looked upon by some as the forerunner of an ' all-steel ' flying-machine."

LETTERS AND ART

AN UNROMANTIC ROMANCER

ARNOLD BENNETT is the latest "craze" among novelists. "Old Wives' Tales" and "Clayhanger" are on everybody's lips and of course readers ask, Who is Arnold Bennett? What is he like? Bennett himself told the world some years ago, but then he wasn't important enough to be listened to. Now Mr. Temple Scott revives that tale in the Boston *Transcript*, and gives us such excerpts from Bennett's "The Truth About an Author" as serve to set him rather unromantically before us. If you don't like the picture, Mr. Scott's advice is in future to "let the author alone to do his work, and you will have room for making all the romance about him you have a mind to." Incidentally Mr. Scott remarks that an author can not very well thrive "on our romantic ideas about him." Bennett himself had a period when he was living his romance on $6 a week, and very little notice was taken of him. What he pretends to know now is that "people would not care a brass farthing for him if he did not give them what they want," and he has acquired expertness in providing the thing they want, and he "makes them pay a substantial price for the article." His story is unimportant for literature before his twenty-first year. He wrote a little in youth, then turned to painting and didn't read books at all. Attaining his majority, he became a "free lance" in London's Grub Street. Mr. Scott writes:



ARNOLD BENNETT,

He writes plays, novels, and reviews "for a living at so much 'per,' and the 'per' is rather high."

"And now began what he says was the humiliating part of his literary life. He touted for odd jobs; he peddled his 'stuff'; he drummed his wares; he fawned on editors and doffed his hat to the intriguers of the 'staff.' He never went to bed; he dared not for fear of missing a crumb. Oh, he had a brave time of it—the time we all know. But he lived through it and found himself at the end assistant editor to a ladies' magazine. And in his leisure time his brain was once visited by a plot. Then he wrote a story à la Balzac. 'I knew,' he says, 'that at last I had accomplished a good thing—I knew by the glow within me.' He sent the story to one editor who declined it because the style was below their standard. It was printed in the *Yellow Book*. He read it in that periodical and realized that he could write.

"From assistant editor he advanced to editor, and in the mean time had written and published a novel which brought him the price of a new hat from the publisher who was good enough to accept a 'first book' by the author. He also took to reviewing and showed himself an expert at that very expert game. He still reviews, and does on an average 'a book and a fraction of a book every day of my life, Sundays included.' If you wonder how he finds the time to read the books and also do his other work, he answers frankly that he doesn't read them at all. 'I fit my reviewing,' he says, 'into the odd unoccupied corners of my time, the main portions of which are given to the manufacture of novels, plays, short stories, and longer literary essays. I am an author of several sorts. I have various strings to my bow. And I know my business.' If you tell him he can't be just unless he does read the books he received, he says: 'Not at all. I am merely an expert. . . . Come with me into my study and I will surprize and amaze you.' And what he has to say on this subject does surprize and amaze you. For Bennett writes just so much and no more, according to the price he gets for his work. He used to charge at the rate of $2.50 an hour, but I presume his price has gone up now. There are two men in Bennett—there is Bennett the genius, with a passion for posterity, and there is Bennett the human being, with a passion for money. As a genius he writes for glory and doesn't mind how much time he gives to his work. As a human being he writes for a living, for food, shelter, tailors, European travel, horses, stalls at the opera, good cigars, ambrosial evenings at the restaurant. I am not exaggerating; it's all set down in this book of his in clear and collected words. He doesn't hide his method. He tells you frankly he is mainly 'out for the dough.' He writes plays, he writes novels, he reviews books, he advises the publisher as reader, he sells serials, he talks sense to readers of periodicals as guide and friend, and he does all these things for a living at so much 'per,' and the 'per' is rather high. That's business. And there are no flies strolling promiscuously on Bennett's nose. He is awake all the time. Just listen. He had been in London for ten years and he stood aside from himself, as he puts it, and reviewed his situation 'with the godlike and detached impartiality of a trained artistic observer.'"

What he finds is that "he is in the movement, he is correct"; but at the same time, so we are told for our sins of enthusiasm, "he is not so simple as not to smile with contemptuous toleration at all movements and all correctness." It may sound formidable, but Mr. Scott assures us that "he knows. He is a complete guide to art and life. His innocent foible is never to be at a loss, and never to be carried away—save now and then, because an occasional ecstasy is good for the soul." Mr. Scott continues:

"Mayhap, you think this amusing gentleman is joking with you and 'fooling' you. Not at all. The face in the photograph frontispiece to the volume is the face of a man who is in deadly earnest, and sincerely aware of his importance and power. He is a young man of method. His judgments are as correct as his watch, and his watch is always on time. He breakfasts, as he tells us, at eight sharp. When he goes down to dinner, he can say he has written so many thousands of words, and excellent words, too, as he himself says, 'stylistic, dramatic, tender, witty.'

"Perhaps you do not altogether like this young man. Well, I don't think Bennett himself liked him. At any rate, he was not satisfied with him. 'He was gorgeous, but not sufficiently gorgeous. He had done much in ten years, and I excuse his facile pride, but he had not done enough.' Was this the artistic and creative life? Was this the final reality of which he had dreamed? He felt himself fettered and tied down. He was weary of the demands of journalism. He was not a horse to be ridden by a board of directors with the editor as driver. And he had become surfeited of literary London. There was a lack of ozone in its atmosphere. And he was not making enough headway. He had not become sufficiently distinguished.

"Thinking over these things, he determined to forsake the big city and go into the country, and settle down into the landscape. And he did. No more newspaper proprietors, contributors, circulations, placards, tape-machines, theaters, operas, concerts, picture-galleries, clubs, restaurant parties, subways! 'Nothing artificial except myself and my work! And nothing save the fear of rent day to come between myself and my work!'

"Did he stay there long? Not he. When you mix too much with the crowd, you are commonplace to the crowd—just an ordinary man like the rest of them. You can not be distinguished, nor can your name arrest and arouse when they see you wearing everyday clothes and an everyday hat. Even in the country you are compelled to show yourself to your kind and behave like any ordinary man. So Mr. Arnold Bennett forsook the country and went to Paris, and there he is now. He had not gone to Paris when he wrote this book of truth about himself; but the young man who had been a decade in London is the same young man of to-day, seven years later."

"THE GREAT WHITE WAY" MORALIZED

AN EFFORT to express the life of Broadway in terms of a fourteenth-century morality play seems to have placed its audience as well as its critics rather "powerless between two worlds." To judge it as morality, or as musical comedy, leaves them hesitating. "Everywoman" is the name of this curious offering by the late Walter Browne. It had much heralding before its production; the author himself gave a melancholy interest by his untimely death on the very day the curtain first rose on it in Hartford, Conn. By the time the play reached its metropolitan production it was well on the way to favorable acceptance. *The Tribune's* critic likes it whole-heartedly, *The Sun's* lukewarmly, *The Times's* hardly at all. "Everywoman," of course, harks back to "Everyman," the old morality that Mr. Ben Greet introduced to this stage in the charming person of Edith Wynne Matthison. Like that play the persons, guised as abstract virtues or vices, "thee" and "thou" each other in affected antique speech. Antiquity knew nothing, or has left no record, of such figures as *Bluff* and *Puff* and *Stuff*, parasites of the theater, or of *Pert*, *Flirt*, *Smiles*, *Dimples*, *Curls*, *Curves*, *Shape*, *Shy*, *Giggles*, the personnel of modern musical comedy. The persons that surround *Everywoman—Youth*, *Beauty*, *Flattery*, *Passion*, *Wealth*, etc., are not restricted to any age or clime. *The Tribune's* critic gives this general account:

THE CLIMAX OF "EVERYWOMAN'S" CAREER.

At a supper party she entertains wealth and all the vices. *Youth*, seen at her left, beside *Age*, is holding high revel. *Beauty*, however, is dying on a couch at the side, while *Conscience* stands immovable and silenced.

"Here, then, any one may say, is an experiment of an unusual kind, even if it is of unusual interest. But it passes the bounds of experiment and is resolved into success. Liberally endowed with every adornment that can make it attractive to the eye, with music which charms and instructs the ear, and with a story which edifies while it entertains, 'Everywoman' avoids some of the forms which go to the making of modern plays and sets up forms and combinations of forms with a result all its own. The author had courage when he ventured to choose this method of expression; the producing manager, Mr. Savage, had courage when he undertook the presentation of what many may think is a mixture of musical comedy, Empire ballet, and fourteenth-century 'morality play,' because the risk was that the piece might come out neither one thing nor the other, and that the public might not know how to take it. But the public took it with enthusiasm at the Herald Square Theater on Monday night. It liked the 'serious business' and it liked the familiar pictures of what goes for New York life. The stage crowds, a dance or two, snatches of song relieved the audience from any suspicion that it was being subjected to moral uplift of undue exaltation, and the wary Broadwayites did not appear to believe that the piece was too literary for their favor."

So much of a story as this play holds in solution is thus stated:

"*Everywoman*, urged by *Flattery*, turns from *Truth*, whom, indeed, she can not see when *Flattery* speaks, and goes forth upon a pilgrimage in quest of love. 'Come,' she says to her companions, *Youth*, and *Beauty*, and *Modesty*, 'we will seek within the playhouses. There *Youth* and *Beauty* will surely be welcome, and, *Modesty*, we will try to smuggle thee in with us. With such companions *Everywoman* can not fail to find *King Love the First*.'

"*Everywoman* goes to the city, goes on the stage, becomes a star, lays siege to the hearts of men and to their pockets, runs the race, and pays the penalty. *Modesty* deserts her, *Beauty* dies, *Youth* leaves her and perishes. *Everywoman* drops into poverty and the streets. *Truth* saves her, and she returns home, where she finds *Love* at her own fireside.

Be merciful, be just, be fair,
To every woman, everywhere.
Her faults are many. Nobody's the blame!

"This appears to be the lesson of the play. It is, at all events, the point of the epilog, an epilog which is spoken by *Nobody*, who also delivers the prolog to each act or canticle."

It is "a curious play of serious purpose," presented in a

NEW YORK'S NEW YEAR DRAMATIZED.

This scene in the "morality play" shows the carnival of New Year's Eve that fills Broadway. The particular point is not copied from life, but may stand for any of the numerous "lobster palaces."

very liberal spirit, says this writer, 'tho his *confrère* on *The Sun* sees this in the work:

"The personified qualities gave occasions for puns, in which the author indulged incessantly. Much of the humor was childish. All of it was obvious. Some of it possest an elusive silliness that might have made the most attentive intellect question its powers. Then the serious sentiments of the play reechoed the most familiar copybook ethics. Undoubtedly the episodes of the play derived piquancy from this subject, for they dealt with that popular stage apparition, the repentant Magdalen."

WALTER BROWNE,

The author of "Everywoman," who died on the morning of the day his play was first produced.

The attempt to realize Broadway of this year of grace had every material aid, says *The Sun's* critic. And—

"It was in this particular that the performance interested its first New York audience most. The scenes, indeed, seem to have guided the author's pen. His efforts to provide striking backgrounds appear to have molded the shape of his drama. The stage of a theater, the dining-room of an actress after the play, and Broadway—it was an imaginary street, but acted like Broadway—on New Year's Eve were the principal pictures shown. Visually they were highly colored, garish, and with their multitudinous moving figures undeniably effective. It was only when the banality of the spoken text assailed the ear that 'Everywoman' grew intolerable. . . . . .

"The interest of the audience which was held by the unusual character of the play during the first act—it is not necessary to call them 'canticles' even if the author does—dropt heavily in the second, flared up mildly during the very frank supper scene in the third act, and found its loudest expression of approval after the fourth act, with its animated view of Broadway on the last night of the year. The musical accompaniment written by Mr. Chadwick was delightfully illustrative of the incidents it illuminated, but much more distinguished in quality than they deserved. It was this score which helped to increase the variety of the performance. There is a little bit of everything in it, from miracle play to musical comedy, through melodrama down to emotional comedy drama, with a slight flavor of religious pageantry."

The writer in *The Evening Post* sees something wrong with the psychology of this "Morality," judged as morality, saying:

"Innocent persons, unfamiliar with theatrical wiles, who expect to find in it something closely akin to the ancient moralities—a first cousin to 'Everyman,' for instance—will be surprized to discover how far a word may be twisted from its original significance. Possibly Mr. Browne, in composing the text, was inspired with the ambition of creating a serious work. The sentiments and general morality of his play are wholly unexceptionable, if terribly trite, but it is difficult to reconcile the idea of serious endeavor with the slatternly verse, the childish plays upon words, the amateurish confusion of symbolistic and actual characters, and the innumerable tricks so painfully suggestive of time-worn and tawdry theatricalism. Nothing could be more true or more wholesome than the profest theme, that the woman who forgets her modesty, abuses her youth, listens to flattery, mistakes passion for love, and profligacy for happiness will come to a bad and miserable end, but the value of the lesson is lessened considerably when, at the end, the soiled outcast—after a very tardy repentance—is promptly rewarded by reunion with a true lover and the promise of prolonged domestic peace and felicity. This is not a proper finish for your true morality."

A COLLECTOR WHO MADE THE DEAD DAYS LIVE AGAIN

SO MANY people are "collectors" in these days that we can feel sure that every second or third person we meet is collecting something. The mania for the old or rare or curious touches rich and poor, according to their means. Many who own to this alluring interest are now feeling a personal loss in the death of Mrs. Alice Morse Earle. Her books on "the old things" and "the old times" contain nearly all the information an intelligent collector can wish for. "In her gracious company," says a writer in the New York *Evening Post*, "we may stray into old-time gardens, ponder over sun-dials of yesterday, feel the knob of the tithing-man's stock in a meeting-house of 'the good old colony days,' dance at plantation feasts, mourn at New England funerals, grow acquainted with the children in New Amsterdam, or follow the fashions of two centuries of belles and beaux." It would be difficult to select a topic of vital import in colonial days that her books do not touch upon, and, says our enthusiastic writer, "as if this were not enough to be grateful for, the author has drest her facts in delightful garb, has thrown about them the spell of her own enthusiasm, has made these early years of the nation live again for every reader." The slogan of modern history students, "Back to the 'sources,'" was not neglected by her. The writer thus enthuses:

ALICE MORSE EARLE,

Whose books touch upon almost every topic of vital interest connected with our colonial days.

"There is no mistaking the interest that the present takes in the past. Time was, and not so long ago, that marvelous old carved mahogany moldered in barns and kitchens, that rare first editions of early American books dropt to pieces in forgotten cupboards, that old china of no little value served as flower-pots or kitchen ware. Occasionally, with no thought of their real worth, but merely because of traditional sentiment, some things were preserved through the centuries since Jamestown and Plymouth Rock. Only this summer did the chance guest in a New Hampshire farmhouse unearth a pewter teapot and a first edition of Joel Barlow's 'Columbiad' from the dust of a shed chamber. But now, be it a pair of old fire-dogs, a cracked bit of copper luster, a tiny chap-book, or a tattered calash, it possesses real value to some one. Interest in the antique is genuine. . . . Mrs. Earle has put the same idea delightfully when she says, 'As one tired century has grown gray it has developed an interest in things youthful—in the beginnings of things. Its attitude is akin to that of an old man, still in health and clear-headed, but weary, who has lived through his scores of crowded years of action, toil, and strife, and seeks in the last days of his life a serene and peaceful harbor. There is something of mystery, too, in the turn of the century. Something which then makes one gaze, retrospective and comparative rather than inquisitive, into the future.'"

Mrs. Earle did not yield, as most of us do, we are told, to the easy method of submission to preconceived notions, setting down as fact what one has heard. "To the average man the Puritan is a stern, crabbed hypocrite, or at least a cold, austere pietist, in sober garments of unattractive cut." But—

"In 'Two Centuries of Costume' we find quite another picture. The author deplores the tendency to dress the 'gray old Gospeller, sour as midwinter,' in the conglomerate and makeshift clothes of historical plays and tableaux. The somber garments of the early Puritans were labeled 'sad-colored,' it is true. But 'sad-color,' we are told, was not dismal or dull, save in name. 'It was brown in tone, and brown is warm and cheerful. Old England itself was garbed in honest russet.' And when we learn that these sturdy pioneers were 'gay with the bright stammel-red of their waistcoats and the grain-red linings of mandilions, scarlet-capped were they and enlivened with many a great scarlet-hooded cloak,' then even Plymouth streets look more inviting."

Any youngster who is confronted with the task of "getting up" a composition on the manners and conduct of his or her peers in the days of Washington will need Mrs. Earle's "Child Life." We read:

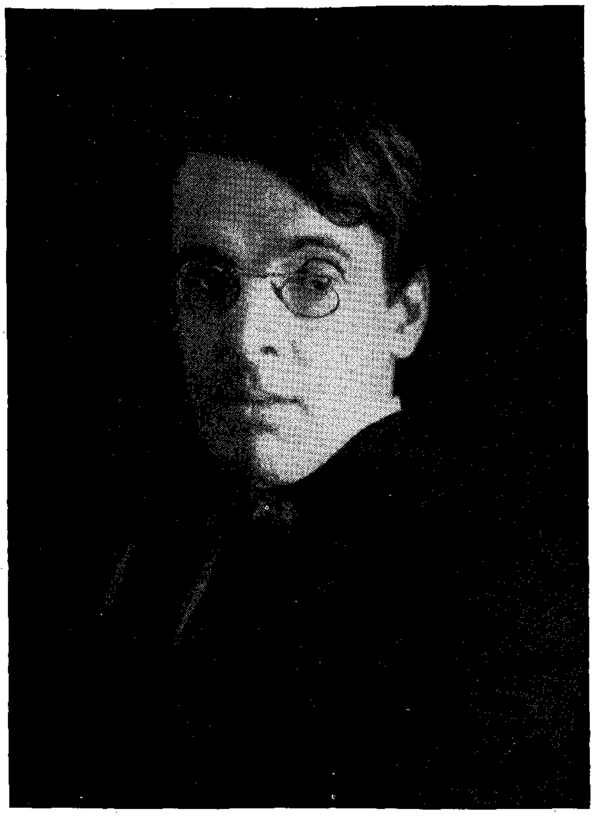
"In this book, she tells about the ways and dress, manners and customs, education and upbringing, of the little persons of all the different colonies and classes. For, in those days, class distinctions most certainly existed in America, even if they are supposed to have gone out of existence to-day. She even goes into details concerning the lives and adventures of certain historical misses and masters."

THE EVIL OF TOO MUCH PRINT

ENGLAND, so much of it at least as found itself listening, must have felt a shock at being called "the land of that miserable thing, the printed book." To assail the invention of printing which we have been carefully taught to look at as one of man's greatest blessings is Mr. W. B. Yeats's way of calling attention to the fact that the voice has fallen into neglect as a vehicle for communicating literature. Literature is either read in silence or sung in incoherence, he points out, and the sung or spoken traditional literature, once existing all over the world, has passed away, except for a few isolated places like the west of Ireland. We are now so used to reading our poetry in books that we scarcely think of it in connection with speech or song. Even when it is sung, it suffers from what Mr. Yeats regards as another "deadly foe"—music. "How can true poetry be written to music," he asks, "for the sake of which the word 'love' must be drawled out with 15 o's?" His words, uttered at a *causerie* in the Little Theater in London, are taken up editorially by the London *Times*, which admits that "it is perfectly true, as our very language proves, that we regard the art of words as an art, not of speech, but of writing." This writer goes on:

"We call it literature, as if it were born in letters, not in words. And yet poetry in all its forms is a glorification of speech, and was developed originally out of speech and out of the effort to make it more beautiful and expressive to the hearer. The invention of printing was, after all, a purely mechanical device, like the gramophone; its uses are obvious, and it can do no possible harm where it is employed for purposes that are not artistic. We can, for instance, read the works of Herbert Spencer in print without losing any of their effect, for they are pure thought; and print is a convenient means of communicating the writer's thoughts to his readers. But no work of art is pure thought. Every work of art is addrest to an audience, and it employs its own peculiar means of address. Poetry employs speech, and addresses the mind through the ear, not through the eye. It has a material beauty of sound, like music, which has been developed by its appeal to the ear; and without this material beauty, which is always a means of expression, it loses its expressive power and ceases to be art. The poet, in spite of the modern predominance of the printed book, does not write, but speaks or sings; and if once he forgets to speak or sing and is content to compose as if he were writing only for readers, like a philosopher or a man of science, he loses his peculiar power."

A great deal of modern poetry, and indeed of all modern literature, has suffered from the divorce between speech and writing produced by this predominance of the printed book. Mr. Yeats included most of the modern drama in his sweeping condemnation, because the "dramatist had been called upon to play the part of the economist." In this respect "an incomparable artist had been lost to the enemy in Mr. Galsworthy." John Masefield, the writer of "Nan" and "Pompey the Great"—so far unknown to our stage—is called "the only playwright who made beautiful speech his ceaseless study." *The Times* sticks to its indictment of the printed book, saying: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WILLIAM BUTLER YEATS,

The Irish poet who complains that we are now so "used to reading our poetry in books that we scarcely think of it in connection with speech or song."

"The poet forgets his audience, since he has no audience, but only readers; forgets the material beauty of sound and all those arts of composition which are necessary so long as the artist speaks to an audience. 'The Excursion,' for instance, is evidently a poem that was written to be read, not spoken, and it is difficult to read for that very reason. Wordsworth, when he wrote it, must have forgotten that poetry should be addrest to the ear. There are long passages of it in which he seems to be, not speaking, but thinking, and in which his thought is not addrest to any one, and therefore has clothed itself in no artistic form. The very verse shows a constant tendency to degenerate into the mere prose of thought. It ceases to be glorified speech, and ceases even to be speech at all. And at the same time the matter is often rambling and incoherent, because the poet knows that what he has to say will be read at leisure and not listened to by an audience impatient of any irrelevance. In fact, Wordsworth was encouraged by the fact that he wrote altogether for readers in all his natural faults. If he had been forced to test his poetry on an audience he would have corrected these faults, and would not, surely, have lost his poetic power so many years before his death.

"No one, of course, would propose that poetry should cease to be printed; but there is no reason why writers and readers alike should not be on their guard against the growing divorce between literature and speech. We can all of us learn to judge poetry more by its effect when it is spoken, and we can learn to speak it properly. The effort to do that should have a good effect not only on our poetry but on our speech, for that also has degenerated owing to its divorce from literature. We think of speech now as a purely utilitarian thing, as a means of communication, not as a means of expression. If children were all trained to speak poetry well they would understand that in poetry it is a means of expression, and that its expressive power depends upon the clean and precise enunciation both of vowels and of consonants."

THE RELIGIOUS WORLD

BRITISH ALARM AT MORMON INVASION

MORMONISM has assumed such proportions in England that a conference on the subject was held in London on February 10, organized by the Preventive and Rescue Committee of the National Union of Women Workers. There it was disclosed that there are over eleven hundred Mormon officials in Great Britain, and that they distributed last year five and a half million tracts and held nearly fifteen thousand meetings. The conference was attended by representatives of a great variety of religious and charitable societies, the principal speaker being Mr. Hans Freece, who went to England from America as representative of the Interdenominational Council of Women—a society which has endeavored to arouse public opinion against Mormonism and the Mormon propaganda. He enlarged "on the insidious and far-reaching influence exercised by the Mormons in America as a political and commercial force," according to the statement made by *The Guardian* (London), an organ of the Established Church. Mr. Freece, who is the son of Mormon parents, dwelt more especially on the moral aspects of the question, *The Guardian* reporting him thus:

"In regard to the propaganda now being carried on in this country, Mr. Freece gave the following figures from the Official Report of the Mormon Mission in Great Britain for the year ending December 31, 1910:

Total of Mormon officials in Great Britain	1,178
Number of strangers' houses visited	68,139
Tracts distributed	5,588,415
Books "	116,422
Standard church works distributed	1,948
Meetings held	14,766

Polygamy was not preached in England for fear of the police, and Mormonism could not be treated in the same way as the white-slave traffic. There were a few men among the converts, but the majority were women and girls who were induced to emigrate by promises of higher wages and better position, or were led to do so by misplaced religious enthusiasm and infatuation for individual teachers. Police intervention could only be invoked when there was actual violation of the law. The best course, Mr. Freece considered, would be to keep Mormon missionaries out of the country. The Prussian Government had issued a decree authorizing their expulsion from Prussia, and in several instances this had been acted upon. Austria had followed the example of Prussia, and in Holland a warning had been placed by the Government in the newspapers advising in cases of enticement that before leaving the country application for information should be made to the Central Bureau for the Protection of Women in Amsterdam."

In dealing with the propagandist methods of the missionaries Mr. Freece is reported to have said that "the missionaries—frequently, tho not invariably, in clerical dress—began by visiting the servants of a household and inviting them to meetings, where they were made extremely welcome, and to which they were encouraged to bring friends." Further:

"Remonstrances from mistresses were represented as religious persecution, and suggestions that it would be better to give up the situation and go to live with 'the Saints' soon followed. Money was supplied for the journey to America, and the debt thus incurred was often an insuperable barrier to return."

The Guardian, in its editorial column, adds these further remarks:

"That there are over eleven hundred Mormon officials in Great Britain, that last year they distributed more than five and a half million tracts, and held nearly fifteen thousand meetings, are facts not to be gainsaid, since they are taken from the official report of the Mormon 'Mission' in this country. It is not to be supposed that all this activity goes for nothing. It is bound to achieve a certain success, and it is significant that the propaganda is mainly devoted to the enticement of young women of the less educated and reflective classes. It has always been suspected that 'plural marriage' has not been abandoned by the 'Latter-day Saints,' despite the assurances that were necessary before Utah could be admitted as a State of the Union, and we are now assured that, however carefully it may be concealed, it remains the central doctrine of Mormonism. In Prussia and Austria Mormon missionaries are liable to expulsion, and no very advanced morality is necessary to suggest that this is the best course. No country can be expected to allow in its midst a propaganda opposed to the most elementary principles of right and wrong."

MORALS TAUGHT BY STEREOPTICON

TEACHING morals by machinery may seem an ultra-modern evasion of the natural methods; but when that machine is the stereopticon, its employers declare that "no mere machine ever invented has equaled in importance this invention in education." The need of supplementing the religious instruction of the churches by moral instruction in the schools led to the invention of the method. This need kept Mr. Milton Fairchild, so he says, "at the drudgery of invention," and brought him the assistance of the best thinkers among American educators. In the New York *Evening Post* he gives us "the foundation idea" of what he calls "visual instruction in morals." Thus:

"The boys and girls discuss morals among themselves vehemently when something happens in their own world having morality involved. I have seen a crowd of twenty boys as excited as a political meeting of men because one boy refused to give up a marble he had found which another claimed he had lost. After prolonged study and observation, it was decided that we would photograph these incidents in the real world of the boys and girls themselves, make lantern-slides of them, throw them on the screen life-size, and have stereopticon lessons in morals. We believed that if, while the incident in which the children are naturally interested from the standpoint of morals was on the screen, we joined the adult intelligence to the discussion, it would not be an unwelcome enlightenment. And so it has proved. One boy called the 'illustrated lesson in morals' entitled 'What I Am Going to Do When I Grow Up' a 'grand oration.' A high-school boy wrote that 'The True Sportsman' was the best lecture he had ever heard save Bryan's 'The Prince of Peace.' You should sit among a thousand boys and girls and feel them respond when the stereopticon is working well and picture after picture, from reality and from their own world, come on for interpretation. Only five of these lessons from lantern-slides have as yet been prepared. But experiments extending over four years, in territory including the entire United States, before an aggregate audience of about 150,000 boys and girls, in public and private schools and in churches, have proved that these 'illustrated lessons in morals,' when well given, 'produce results in thought and conduct'—to quote the opinion of Superintendent James H. Van Sickle, of Baltimore."

So many leading educators have adopted belief in the efficacy of this visual instruction that already the organization of a national institution for the production of a complete series of about sixty of these illustrated lessons is far advanced. The plan is as follows:

"It is to be under the management of a board of twenty educational directors, and its funds in the control of seven finance trustees; $500,000 will be needed as an endowment. A small, permanent faculty will be kept at work completing and keeping in useful form a course of about sixty illustrated lessons—twenty for lower grammar, twenty for upper grammar, and twenty for high schools. Systematic and prolonged search will be made throughout the world for photographs of human events that will enable these illustrated lessons to teach the wisdom of experience.

"The distribution of lantern-slides and texts to schools, for use by local teachers, will be at the expense of the schools, but the rentals will be placed as low as possible. The institution is to be strictly an educational philanthropy for the moral instruction of boys and girls."

Prof. John Dewey, of Columbia, gives this interesting testimony to the work that these lessons do:

> "They present to youth the organized morality which is guiding the adult world and into which youth is maturing. Youth is breaking away from obedience to individuals, and turning to this organized morality as authority. These illustrated lessons in morals present real experience in the photographs and the wisdom of experience in the texts. Youth needs this knowledge, provision for the supply of which has never been made in the whole history of moral education."

The ways and means of establishing and propagating this enterprise are thus given:

> "There have been some unusual financial sacrifices. Mrs. Salome Cutler Fairchild, when vice-director of the New York State Library School, Albany, paid out of her salary $5,000 for the expenses involved in experiments. I gave my time and all the money I had. The schools themselves have paid out in lecture fees and expenses about $5,000 for this moral instruction because they want it. But a national scope could not have been given this work had not a business man taken hold with a liberal purse. Mr. Bernard N. Baker, of Baltimore, on his own interest in moral education, had a lecture given in the Baltimore City College on November, 1908, and saw for himself the possibilities of a work of national importance. He likes to do things on a large scale, and put in $10,000 to print the texts and make up numerous sets of lantern-slides for all five lessons. High-school lessons—'The Gentleman,' 100 slides; 'Personal and National Thrift,' 100 slides; 'The True Sportsman,' 100 slides. Upper grammar school—'What I'm Going to Do When I'm Grown Up,' 70 slides. Lower grammar school—'What Men Think About Boys' Fights,' 50 slides.
>
> "There ought to be sixty of these morality lessons.
>
> "Then local distribution centers were established as follows, to make the work of national importance:
>
> "For the East, 903 Calvert Building, Baltimore, Md.
>
> "South, Department of Education, University of Tennessee; Prof. P. P. Claxton, Knoxville, Tenn.
>
> "Central West, Principals, Projection Club; Principal F. L. Morse, 812 Tribune Building, Chicago, Ill.
>
> "Pacific Coast, Department of Education, University of California; Prof. C. E. Rugh, Berkeley, Cal."

The list of educational directors, to be later increased to twenty, include Edward Franklin Buchner, Johns Hopkins University; Nathaniel Butler, University of Chicago; Philander Priestly Claxton, University of Tennessee; Milton Fairchild, A.B., Baltimore, Md.; Henry Churchill King, president of Oberlin College; Ernest Carroll Moore, Yale University; Michael Vincent O'Shea, Wisconsin University; David Snedden, Boston, Mass.; James H. Van Sickle, Baltimore, Md.; Mary Emma Woolley, president of Mount Holyoke College; A. Duncan Yocum, University of Pennsylvania.

England has also manifested an interest in the scheme:

> "On February 13, in London, at the Victoria Institute, a special meeting arranged by Mrs. Margarette R. Torry, for the presentation of this 'American Model Lesson in Morals,' attracted so much keen interest that it was impossible to supply invitations to meet the demand. The Board of Education at Whitehall has asked for a repetition of the illustrated lesson on March 15 before a meeting of teachers. But interest in this American visual instruction in morals is keen among leading educators the world over."

WHERE THEOLOGICAL STUDENTS COME FROM

THE Y. M. C. A., more than the college, it appears, has been instrumental in contributing to the increase in growth of the Christian ministry during the past decade. This fact is made clear by the statistics brought together by Mr. Thornton B. Penfield, the Secretary for Theological Schools of the International Committee of the Young Men's Christian Association. They were originally published in *The Intercollegian* (December) and have been studied and commented on by several religious journals. A concise summary given by *The Churchman* (New York) shows that Mr. Penfield's figures cover forty years from 1870 to 1910, and 144 seminaries, of which 24 are Lutheran, 23 Presbyterian, 22 Methodist, 20 Baptist, 16 Protestant Episcopalian, 10 Congregationalist, 10 Christian, 6 Reformed, and 13 unspecified. In 1870 there were recorded 3,254 students in seminaries, but the number increased steadily till, in 1895, it reached a total of 6,616. A marked decline followed in the next seven years, the year 1902 being able to record but 5,410, with 108 women, the latter chiefly in Baptist and Christian institutions. *The Churchman* gives these further figures:

THORNTON B. PENFIELD,

Whose statistics tell us that the Y. M. C. A.'s provide more candidates for the pulpit than the theological schools.

> "In the last eight years there has been a reasonably steady advance till in 1910 the total was reached of 7,587 men, with 312 women of whom 164, more than half, are found in Baptist institutions, and 63 in the Christian seminaries. The Protestant Episcopal and the Reformed seminaries are, however, the only ones which report no women students. Of men the Baptists have 1,665; the Lutherans, 1,099; the Methodists, 1,188; the Presbyterians, 1,161; the Christians, 675; the Congregationalists, 510; our own seminaries, 424.
>
> "Since 1905 the increase has been marked and steady. Mr. Penfield attributes this, and *The Biblical World* (Chicago) thinks 'in large part justly,' to the efforts of the Y. M. C. A., and other organizations, to interest young men of the country in the work of the ministry and of missions. But it is curious, when the activity and success of the Student Volunteer Movement is considered, to find how relatively small a part of the increase is found in what *The Biblical World* calls the 'graduate schools' of theology, that is, those institutions which require either for admission or for the successful prosecution of their courses, a college degree or its equivalent in intellectual training.
>
> "Of the 144 institutions covered by Mr. Penfield's researches, *The Biblical World* finds that some 56 are of this character, and it has made a separate compilation of their statistics, which it presents in tabular comparison with those of the non-graduate schools, eliminating, so far as its sources of information make it practicable, the women students from the tabulation. The result of this study is not altogether reassuring. The general tendency seems to be here what we have remarked in recent ordinations in the English Church, to an increase in the ratio of non-academic graduates. It must be borne in mind, however, that the figures do not claim more than approximate correctness. Between 1880 and 1895 the gain was almost wholly in the 'graduate schools.' In the former year students in the 'non-graduate schools' outnumbered those in the 'graduate' 2,813 to 2,140. Fifteen years later the 'non-graduate' schools had lost 264 students, while the 'graduate' schools had gained 1,927. The latter then counted 4,067 to the former's 2,549. The 'graduate' schools have never since attained this total. In the next ten years their decline was very rapid. In 1905 they counted only 3,422. Meantime the 'non-graduate' schools had also suffered a loss, but not so large, their students numbering 2,077. This was the low-water mark for either class. But the increase in the 'graduate' schools has since been comparatively

> slight. They have gained, indeed, year by year, but they counted in 1910, according to the reckoning of *The Biblical World*, only 3,815 students, a gain of 393. The 'non-graduate' schools meantime had increased their numbers to 3,772, a gain of 1,495; or of almost four to the 'graduate' schools' one. The 'non-graduate' schools have now very much the largest number of students in their history; the 'graduate' schools have not yet recovered the position that they held fifteen years ago."

Both *The Churchman* and *The Biblical World* think that serious consideration should be given to the fact that the increase should be so largely in the "non-graduate" schools. The latter declares that it is "not yet time to relax effort to interest the college students of the country in the opportunities which the Christian ministry offers for lives of worth and usefulness." *The Churchman* agrees with the Baptist journal that there "is still an inadequately satisfied demand for men in the Christian ministry who have had that fuller preparation for its work which can be obtained, as a rule, only by a college course, followed by three or more years of special preparation for the ministry." *The Churchman* takes up the question of the average size of the seminaries and the effect of size on efficiency:

> "With 16 seminaries for 424 students, according to Mr. Penfield's tables, we have an average of a little less than 27 students to each, considerably less than the average class at the General Seminary, and the smallest average for any of the religious bodies embraced in Mr. Penfield's study. In the Reformed seminaries the average was 30; in the unclassified, 45; among the Lutherans and Presbyterians, 50; among the Congregationalists, 51; with the Methodists, 54; with the Christians, 67, and with the Baptists, 83, or more than 3 to our 1. This reckoning takes no account of the woman students, who are found in greatest numbers in the seminaries with largest male attendance. In a general way it can be said with assurance that those bodies which have maintained the highest standards of scholarship for the ministry have the smaller seminaries."

NEW BASIS OF CATHOLIC STATISTICS

NEXT YEAR the reports of our national statistician upon the Catholic population will contain some results that may seem surprizing, unless a recent decree of the Church is borne in mind. So we are warned by *America* (New York), a leading Catholic journal, referring to the decree of the Sacred Congregation of Sacramental Discipline, published in Rome, August 8, 1910, laying down new instructions regarding the age at which Catholic children are to be admitted to First Holy Communion. The age is not given by this journal, but it is evidently set at a time of earlier youth than now observed, since *America* warns us that there will be an "immense increase in the number of children admitted to First Communion in parishes throughout the country for some years to come." The effect upon statistical returns may be seen when a survey is made of the methods now in vogue at the National Census Bureau. *America* gives us this clear statement of the different methods which have arrived at results of considerable variation, to which our annual statistical article has called attention. Thus:

> "As will be remembered, Dr. Henry King Carroll, when charged with the enumeration of the religious bodies of the United States in preparation for the Eleventh Census (1890), thought out a scheme by which he might square the circle of the many 'religions' represented in this country. In the collection of the statistics of religious bodies the pastors and clerks of the individual church organizations were instructed generally to include in answer to the inquiry concerning communicants or members 'all who are entitled to participate in the ordinance of communion in those denominations which observe it, and all members in other denominations.'
>
> "Such a restriction involved a tremendous cutting in the total of the Catholic population since it excluded, naturally, all children baptized, and therefore members of the Church, who had not yet been admitted to First Communion, as well as the considerable number of non-practising Catholics, who had not formally by word or act renounced the Church into which they were baptized. The unfairness of the thing was commented on, yet despite representations made in the proper quarter a similar unacceptable standard was adopted by the officials in charge of the Census of 1910. The explanation given by S. N. D. North, then Director of the Census Bureau, was: 'that in order that the statistics of all the denominations may be uniform it will be necessary to request the Roman-Catholic Church to accept the census basis, and report the number of communicants, instead of reporting the "population."'
>
> "Archbishop Glennon, of St. Louis, was delegated by the Archbishops of the United States to cooperate with the Census Bureau, in order to facilitate the work of the last enumeration as far as Catholics were concerned. In keeping with recommendations made at a meeting of Archbishops, held in Washington, April 11, 1907, his Grace of St. Louis, in a letter of instructions sent to the Bishops of the United States, suggested: 'That the Catholic census as reported by the various dioceses include also the children and infants baptized, as has been customary. Advice may be made to the United States Census Bureau that, if it does not wish to include the children in this enumeration, 15 per cent. deduction from the Catholic census may be made as representing children.'
>
> "The Director of the Census Bureau did make the 15-per-cent. deduction from the enumeration as returned by the chanceries of the various dioceses, and we had, in consequence, last year the strange anomaly of two widely differing census reports, each claiming to emanate from the same authoritative Catholic sources: that of the United States Census Bureau, affirming the Catholic population to be 12,304,173; and that of the Wiltzius 'Official Catholic Directory,' giving the 'total Catholic population' as about 14,347,027."

The Wiltzius Directory was not published in time for us to give the returns from the Catholic enumeration in our annual article. It has since appeared and gives the total of 14,618,761 Catholics in the United States. This further summary of its statements is given by *The Catholic News* (New York):

> "A glance through the 1911 Directory shows that there are 17,084 Catholic priests in continental United States, 12,650 being secular clergy and 4,434 being members of the various religious orders. Comparing the number of clergy with last year's report it will be seen that there was a gain of 534. Among the hierarchy there have been very few deaths during the year, the number of archbishops being twelve since the death of the venerable Philadelphia prelate and the number of bishops having increased from 88 to 97. Quite a number of vacant sees were filled during the year and several auxiliary bishops appointed.
>
> "That the Catholic hierarchy and the clergy are active year in and year out can be proven from the figures of Catholic churches. According to the Wiltzius publication there are in this country 9,017 churches with resident priests and 4,441 mission churches, that is, churches which are supplied from neighboring parishes. The grand total of churches is 13,461. This shows a gain of 257 churches during the past year.
>
> "Another interesting set of figures found in the Directory shows that Catholic education is not neglected in this country. The 1911 Directory gives a list of 4,972 parochial schools with an attendance of 1,270,131. A healthy gain is shown in the number of school-children, the previous year's school attendance being 1,237,251. In addition to the 4,972 parochial schools there are 225 colleges for boys and 696 academies for girls, proving that institutions for higher learning are not wanting among Catholics of this country. There are, furthermore, 82 ecclesiastical seminaries with 6,969 aspirants to the holy priesthood."

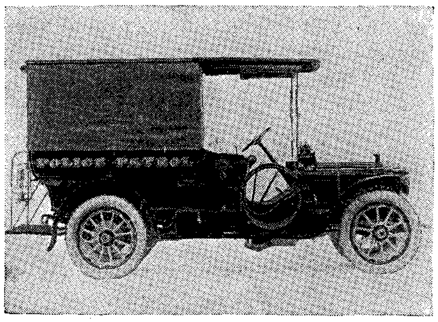
From the Directory it is possible to see the distribution of Catholic population:

> "New York ranks highest with 2,758,171; Pennsylvania is second, having 1,527,239; Illinois follows in third place with 1,446,400; Massachusetts is fourth with 1,380,921; Ohio stands fifth, having 694,271; Louisiana boasts of 557,431; the State of Wisconsin has 540,956; Michigan, 536,107; New Jersey, 495,000; Missouri, 452,703; Minnesota, 441,081; California, 391,500; Connecticut, 378,854; Texas, 295,917; Maryland, 260,000; Rhode Island, 251,000; Iowa, 242,109; Indiana, 223,978; Kentucky, 147,607; New Mexico, 127,000; New Hampshire, 126,034; Maine, 123,547; Nebraska, 122,510; Kansas, 110,108; Colorado, 99,485."

MOTOR-TRIPS AND MOTOR-CARS

ELECTRIC PLEASURE-CARS

MOTORISTS in general have probably been unmindful of the increase which has been taking place in the manufacture of pleasure-cars driven by electricity. *Motor Age* finds that there are now forty-six concerns in this country turning out exclusively this type of vehicle. Some "are still in the embryonic state—just getting on their feet, so to speak." Others have been making cars for some time, "but have made little progress," while probably one-fourth "have made good and are already well established." At the Chicago show it was possible to estimate the extent of this industry. Not all the makers were represented, but there were a sufficient number to enable investors to comprehend the importance of electric vehicles in the total output.


MOTOR PATROL CAR IN USE IN DETROIT.

TRUCK USED BY A COOPERAGE.

Only at the Chicago exhibition could existing conditions be understood. At the show in New York, during the first week, electric vehicles did not share the space with gasoline cars. Chicago has always been more prominently in the electric field than any other city. One of the pioneer electric concerns is located there. *Motor Age* estimates that at least 2,500 pleasure-cars driven by electricity, and mostly driven by women, are now owned in Chicago. Other points affecting the electric branch of the motor-car industry are set forth as follows in the same paper.

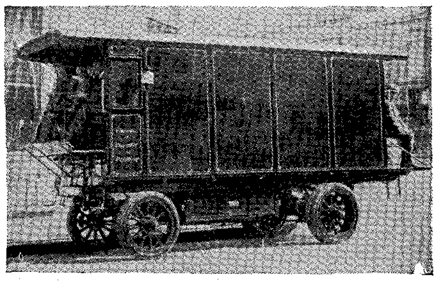
"In the case of Chicago there has been a recent stampede on the part of agents who heretofore have handled only gasoline cars to take on electrics also, it having become a recognized fact that the two go well together and do not clash in any manner. While this is the generally accepted belief, yet there are some electric-car folk who insist that the best results are obtained when the electric is handled separately. They argue that the electric-car business is of a far different nature than the gasoline and that to do well the men in charge must be familiar with the electric type from beginning to end, which is not the case generally with the gasoline-car dealer, who has devoted most of his time to educating himself in his own particular line. Be that as it may, the fact remains that about half the makes are carried by concerns who also sell gasoline cars.

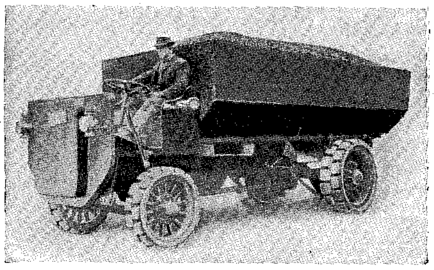
"As an argument why the gasoline agents should handle the electric, it is pointed out that often it is easy to sell an electric to a man who has purchased a gasoline car, at the same time benefiting the purchaser, because he will have only one concern looking after his interests instead of two.

"On the other hand, some of the practical men of the industry claim that the side-line idea is a poor one from their standpoint and to back up their arguments they point out how it is necessary to maintain garages and charging-stations and to carry equipment such as a gasoline-car agent does not usually have in his establishment. Notwithstanding all this, tho, it is evident that general progress is being made along these lines to such an extent that it will not be long before every large city will be so well equipped with charging-stations that it will be no trouble at all to care for the electric trade. As an example of this, it might be noted that the Commonwealth Edison Co., of Chicago, now has sixty-six charging-stations inside of the city of Chicago, while in the suburbs like Riverside, Evanston, and Highland Park there also are charging-stations. The installation of these has done much to popularize this type of motor-vehicle in Chicago.

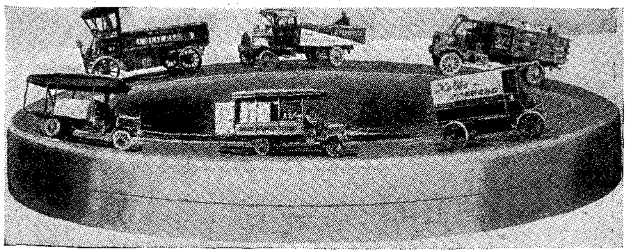
"'The trend for this year shows that the most popular body type will be the four-passenger coupé,' says a tradesman who was one of the pioneers. 'It also will be noticed that the users of these cars have, to a certain extent, got away from the idea that it is necessary to use all kinds of fancy upholstery and bedeck the interior of the car with gewgaws. The smelling-salts and the flower-holders are disappearing fast, and now the driver seems to be satisfied with a clock and possibly a speedometer, whereas before this the dash in the interior of an electric usually was overcrowded with a thousand and one things that were of no particular use to the occupants.

"'Nearly every concern will fit solid tires if it is desired, but the general vogue is a pneumatic, and also there is a choice of lead and Edison batteries. It is interesting in this connection to note the type of tire makes a difference with the number of cells that have to be used. With the Detroit electric there is a forty-cell eleven-plate battery used with hard tires, while when pneumatics are fitted the battery is of the twenty-four-cell thirteen-plate type.

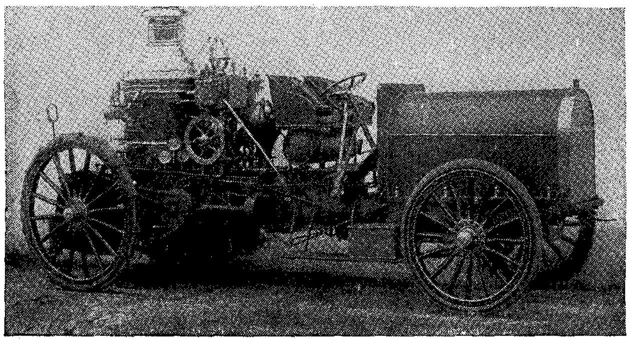

MONEY-WAGON USED BY THE TREASURY DEPARTMENT, WASHINGTON.


A TEN-TON COAL-TRUCK.

"'The users of electrics have become educated and now there is no longer much demand for speed for excessive mileage. It is a recognized fact that from fifty to seventy-five miles on a charge is plenty for the average user, and that attempts to beat this generally mean injury to the battery in some form or another. Of course, it is possible to do some sensational stunts in the way of mileage performances with electrics fitted with lead batteries, but to get anything like one hundred miles or over the cars need ideal roads, good weather, and a good driver. I have noticed that since a year ago there has been a marked increase in the average speed of the electric and now it is possible to maintain an average speed of twenty miles an hour to the full discharge of the battery without harming in any way the power plant, whereas formerly


From "The Commercial Vehicle."

TYPES OF COMMERCIAL CARS.


A MOTOR FIRE-ENGINE FOR NEW YORK,

Propelled by gasoline, and capable of making forty miles an hour, the water being pumped by steam.

the average was in the neighborhood of fifteen miles. This has been secured by the use of different gear ratios and motor windings.

"'I have noticed that the electric has become popular in the smaller towns because the cost of maintenance has been greatly reduced since the electric-light companies have realized the chances of making money by operating charging-stations in connection with their plants.'"

WHERE RAILROADS ARE ELIMINATED

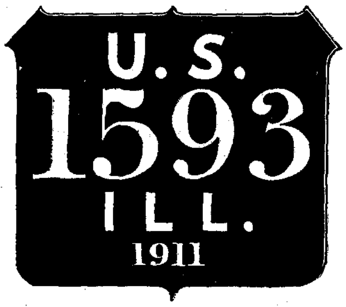
Among the interviews elicited by reporters at the time of the Madison Square show, was one in the New York *Times*, in which the authority quoted declared that to-day the motor-truck is "commercially perfect." Until within two years, however, it did not show economy over the horse. Makers were still "in the experimental stage," but now the truck has been developed "to a point where it can show 100 per cent. economy over the horse in almost any line of work." The field where it shows to greatest advantage is one which it has made for itself. This is what would be called for horses "a long haul," and for railroads "a short haul"—that is, hauls from cities to points within a radius of 50 miles from the place of business. Many concerns for this work now use motor-trucks exclusively. The railroad for such distances is being eliminated entirely; money as well as time is thus saved. As to the cost of running a motor-truck, the following statement was made:

"A large contractor has been running a big five-ton truck during the past year and averaging forty miles daily at a cost of $6.47 per day, including every item of expense. This is the lowest operative cost that has come to the writer's notice. The other extreme is that of a general trucking concern that averaged twenty-five miles per day at a total cost of $22 per day. The first case cited shows what can be done with the motor-truck with proper care, and the last what will always happen if the truck is run without oil, overloading, and with general neglect.

"A New York firm selling goods in Westchester County and various points on Long Island and in New Jersey, delivering them to the doors of their customers, report that the cost of doing this work by motor-truck is less than one-half what it was when these goods were hauled to the railroad station, sent by freight, unloaded again into wagons, and delivered.

"Another New York concern in answer to an inquiry said that their five-ton truck showed an actual saving of $124.24 a week of what it had previously cost them to do the same work with horses; that they not only paid for the truck the first year, but showed a profit also of $1,212, or 24 per cent. The firm figured that the truck has cost them nothing, and is saving them over $6,000 a year.

"The economy of the motor-truck and the various uses to which it is adapted is illustrated by an up-to-date farmer of Beach, N. D., by the name of Smith. His automobile truck draws his plows, harrows, and seeders, making one operation of the putting-in of the crop. When the grain is ripe the motor truck draws the reaper that harvests it. The motor of the truck runs the threshing-machine, and when the threshing is done the truck is used to haul the crop to the market, 1,000 bushels at one time. It costs this farmer $5.55 per acre from the time of the breaking of the ground to the landing of his crop at the market. He keeps one horse on his farm—why, he does not state—but it is presumed, unlike David Harum, he enjoys the gentle exercise of horseback riding."



From "The Automobile."

SUGGESTION FOR A FEDERAL LICENSE TAG.

OUR EXPORT TRADE IN CARS

A notable increase occurred last year in the export trade for American cars. During the calendar year 8,444 cars, valued at $11,210,295, and parts valued at $1,980,001, were shipped from the United States to foreign countries, a total of $13,190,296. This is found to be almost double the business that was done in the year 1909, when the number of cars exported was only 4,686, the total valuation being $7,786,617. Following are the figures of exports to different countries for the years 1909 and 1910:

	Twelve Months Ending Dec.	
Exported to—	1909	1910
United Kingdom	$2,059,210	$2,755,592
France	846,136	753,204
Germany	181,087	331,754
Italy	224,068	377,750
Other Europe	335,675	764,463
Canada	2,437,042	5,021,043
Mexico	494,238	689,903
W. I. and Bermuda	337,414	412,588
South America	240,453	519,160
British Oceania	303,452	748,933
Asia and Oceania	191,448	599,756
Other countries	136,394	216,150

Meanwhile, imports of cars from Europe continue to decline. In 1909, 1,645 cars, valued at $3,071,002 were imported, while in 1910 only 1,024 cars, valued at $2,080,555 were brought in. For the month of December, 1910, this decline was even more marked. From 149 cars, valued at $292,545 imported in December, 1909, there was a decline for December, 1910, to 83, valued at $173,098. For the several countries the figures for twelve months are as follows:

	Twelve Months Ending Dec.			
Imported from—	1909		1910	
United Kingdom	101	$233,383	94	$212,969
France	928	1,670,900	556	1,066,356
Germany	127	321,033	129	314,577
Italy	418	689,454	169	312,478
Other countries	71	156,232	76	174,175

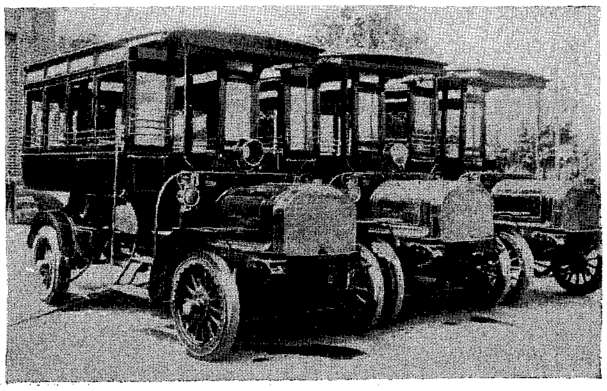
A FEDERAL LICENSE LAW

For some years motorists have actively promoted a movement to secure from the Federal Government a general-license law, by which motorists might tour from their own States through others without the necessity of securing special licenses from those States. Representative Wanger of Pennsylvania introduced in the House of Representatives on February 7 a bill having this end in view, and indorsed by the American Automobile Association. The bill was referred to the Interstate and Foreign Commerce Committee, and by them on February 27 was favorably reported. Only slight hope was entertained that action would be secured before March 4.

This bill provides for a Federal license, in addition to the local licenses, but exempts a car from local licenses in States other than the one in which it is owned. Under such a law, a car owned in New York, after Federal and New York State licenses had been obtained, could tour in any other States of the Union without securing licenses from those States. The bill is an outcome of agitation extending over several years. One feature of the work has been conferences in Washington. The favorable reporting of the bill is the most hopeful aspect thus far assumed by the movement.

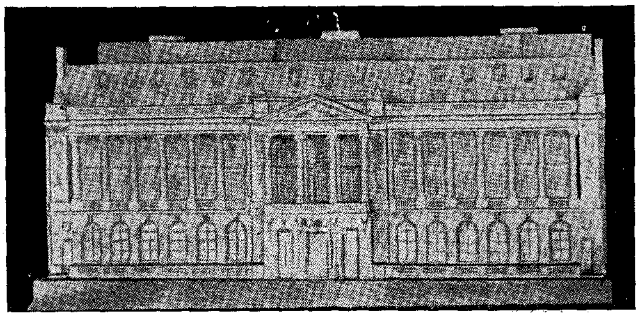
Oppressive laws in many States have been a source of much discomfort to motorists ever since touring became popular. In some States, the activity of officials has made these annoyances particularly irritating, especially in States where salaries have depended upon the fines collected. Efforts have long been made to secure from all the States of the Union something like uniform laws affecting cars. Lack of uniformity has led to much confusion and misunderstanding. On these conditions officials, deriving salaries from fees, have prospered. The attitude of New Jersey in particular has been a source of constant difficulties.

(*Continued on page* 468)



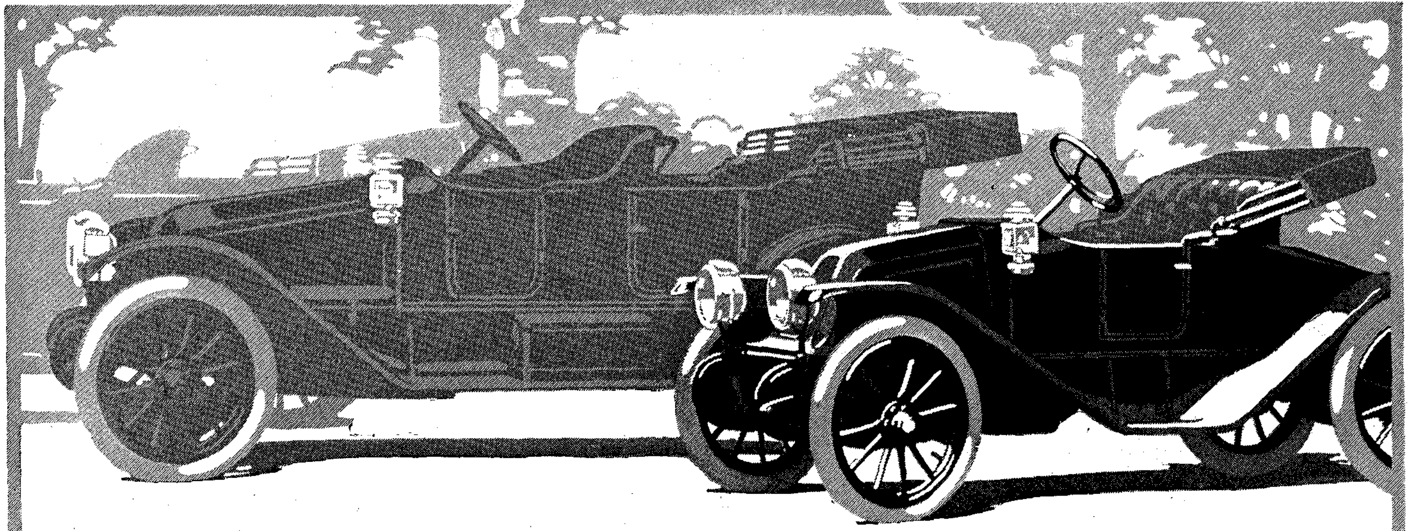
From "The Automobile."

MOTOR BUSES FITTED WITH LEFT-SIDE CONTROL.



FAÇADE OF THE NEW ROYAL AUTOMOBILE CLUB IN LONDON.

Franklin



"Never again for a water-cooled car; Franklin air cooling is best."
—Hiram Percy Maxim.

Here is an engineer of world wide fame, the inventor of the Maxim Gun Silencer, for years the designer of a prominent water-cooled car.

He gives up water cooling and adopts the Franklin because it gives service that no water-cooled car can give. He says:

"I tried out a Franklin for a year, put it through all sorts of stunts and was firmly convinced that air cooling was best.

"During one of the hottest days in summer I drove it 150 miles. If it was ever going to get hot it was right then. Far from it. It performed as steady as a top and took one of the worst hills in the country, on high gear.

"The Franklin air-cooled motor is quick in response to the throttle. The greatest efficiency is attained because the motor is uniformly warm.

"Another thing—with the air-cooled automobile there is a reduction in the weight of the car. Light weight means a saving on tires. This is one of the strong points of air-cooled machines.

"All makers will some day come to the air-cooled way of thinking. There are the best of reasons for the change."

Designers of water-cooled cars admit that water circulating systems give trouble. Radiators, no matter how well designed, are delicate things. With an air-cooled automobile the radiator, water pump and piping are eliminated.

Two "sixes" and two "fours" make up the Franklin line. Prices range from $4500 for the luxurious six-cylinder, seven-passenger, forty-eight-horsepower Model H to $1950 for the ever popular four-cylinder Model G, the most favorably known small car built.

Write for the booklet "Hiram Percy Maxim Air-Cooled Convert". It is an intensely interesting interview with Mr. Maxim, given out in his home city and reprinted from Hartford Daily Times, December 31, 1910.

If you are interested in motor car construction we want to send you our catalogue. Will you favor us with your mailing address?

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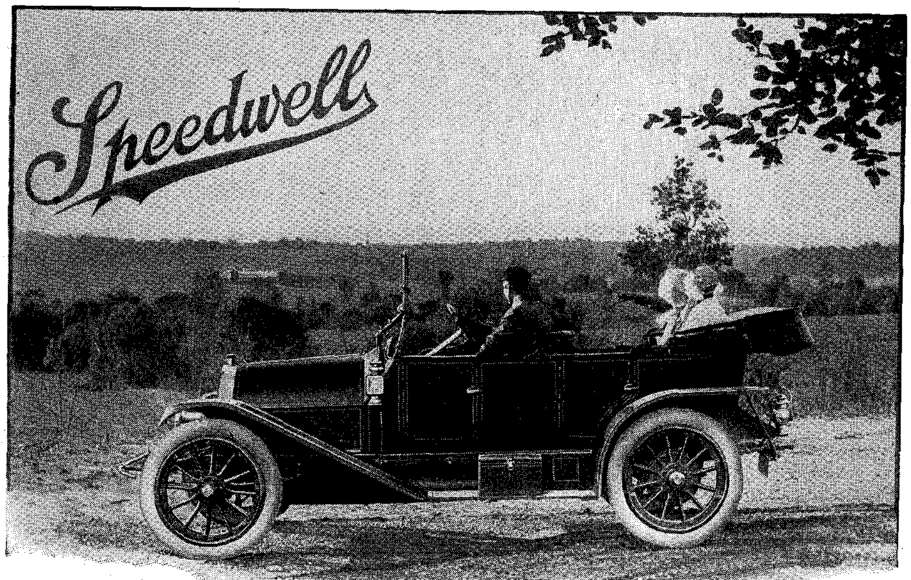


Speedwell Torpedo, 4-passenger, $2700. Top and Windshield extra. Standard chassis of all Speedwell cars has 121 incn wheel base and 50 H.P. motor.

HERE is a car that no man has ever worn out; that thousands of owners praise as the most remarkable value in America; that is bought by men who can afford to buy the highest-priced cars if they preferred them—a record obtained in five years of adhering to quality standards in making and common-sense standards in selling—$2500 to $2900 for the finest motor cars that can be built.

THE SPEEDWELL MOTOR CAR COMPANY
Essex Avenue Dayton, Ohio

OUR NEW CATALOG AND MONTHLY MAGAZINE FOR THE ASKING

Our latest catalog shows 1911 Speedwell cars in full colors,—tells the "how" and "why" of their construction. Send for this book and we'll mail you as well our monthly publication, "The Speedwell"—a modest motor journal of interest to all present or prospective car owners.

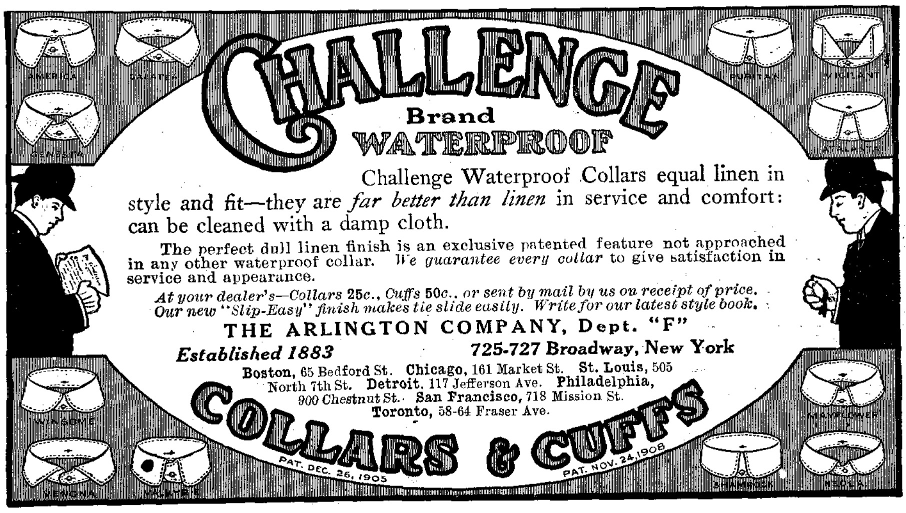
NOTES ON DESIGN

The perfect balance of the Speedwell motor, the care with which even the smallest part is made, its liberal bearings not only for the crank shaft but for the cam shaft and piston pins as well, its unerring lubrication, all contribute to its long life and freedom from trouble. Each motor must test over 50 H.P. actual brake test.

The axles—both front and rear—are of such construction and such liberal dimensions that breakage cannot occur. In these Timken roller bearings are used throughout even to the steering knuckles—the latter being an exclusive Speedwell feature, making steering remarkably easy and eliminating wear in one unit of the most vulnerable part of the modern automobile—the steering connections.

In designing efficient lubrication for Speedwell cars every moving part, no matter how apparently insignificant, has been thoroughly provided for. The average car buyer would never miss many of the provisions we have made for lubrication were they not there—but, at the same time, they contribute immeasurably to the long service every Speedwell car gives.

If possible we would go into detail about our straight line drive, the comfort afforded by ideal spring suspension and roomy, perfectly upholstered bodies, the sturdiness of the frame, little details in construction that add to the car's efficiency and life—the beauty of line and finish of the bodies—these points, however, are fully covered in our new catalog for which we hope you will send.



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Challenge Waterproof Collars equal linen in style and fit—they are *far better than linen* in service and comfort: can be cleaned with a damp cloth.

The perfect dull linen finish is an exclusive patented feature not approached in any other waterproof collar. *We guarantee every collar* to give satisfaction in service and appearance.

At your dealer's—Collars 25c., Cuffs 50c., or sent by mail by us on receipt of price. Our new "Slip-Easy" finish makes tie slide easily. Write for our latest style book.

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COLLARS & CUFFS
PAT. DEC. 26, 1905 PAT. NOV. 24, 1908

MOTOR-TRIPS AND MOTOR-CARS

(Continued from page 466)

The term "automobile," as used in the Wanger act, includes all motor-vehicles, except motor-cycles. The law is made to apply to all States, territories, and districts of the United States. As explained in *Motor Age*, the act distinctly does not apply to a car "operated wholly within the State which is the residence of the owner." There is, in fact, nothing in the bill to exempt either the car, its owner, or its operator from the regulations of any State in regard to using motor-cars within its borders, except that "when the machine carries a Federal license and is engaged in interstate commerce," it is exempt from the provisions of other State laws in reference to the registration and licensing of operators." Owners, however, must always comply with the laws of the State in which the car is owned and the owner resides.

The initial Federal registration fee provided is $10, registration being made in the Public Roads office of the Department of Agriculture. Renewals of registration may be made for a fee of $5. Licenses for drivers are also made compulsory, the fee being $5. Applications for licenses must contain statements of facts about applicants as called for in a blank furnished for the purpose. Besides these data applicants must furnish unmounted photographs of themselves. Licenses are to be issued only to persons who are twenty-one years of age and over. Other provisions as named by *Motor Age* are as follows:

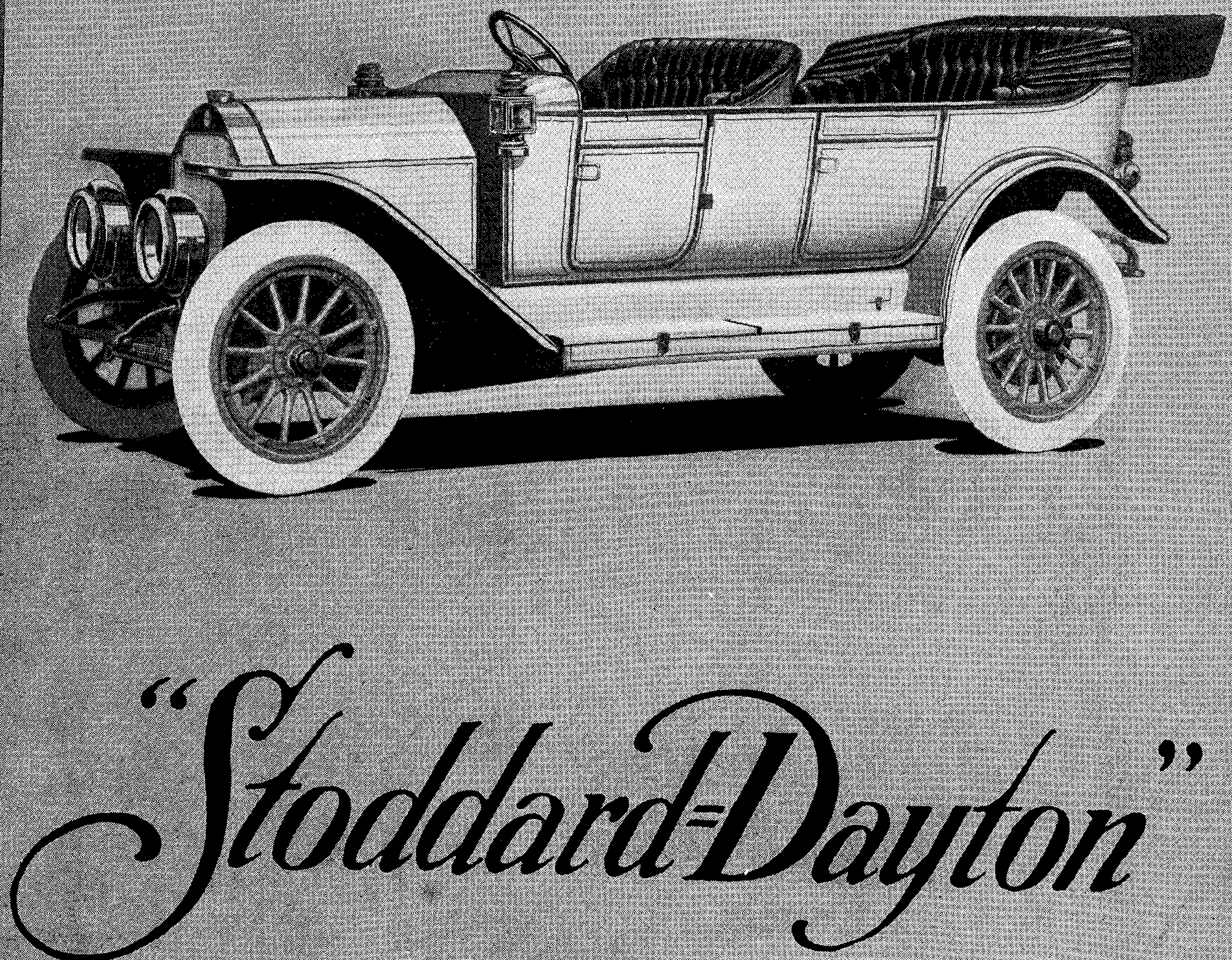
"Upon a car being registered with the Federal authorities the director of the office of public roads will assign a distinctive number which shall be displayed on the metal placard in the form of a shield, in Arabic numerals 4 inches long and no main stroke less than $\frac{5}{8}$ inch wide. Above this number shall be the letters U. S., each letter at least two inches in height, and below such number shall be the usual abbreviation of the name of the State in which the owner resides, and beneath the abbreviation the numerals, indicating the year for which the shield is issued. It is proposed that the colors of these shields be changed each year, and the shields themselves will be furnished by the Federal authorities.

"If perchance a holder of one of these shields violates any provision of the Federal act, he forfeits all his rights and is barred from further registration of a car except upon the filing of a new, verified application for each car owned or controlled by him and the payment anew of the registration fee and in addition the further payment of the sum of $25. The revenues secured under this act will be paid into the treasury of the United States and the secretary of agriculture is required to make annual reports to Congress of the receipts and expenses received or incurred in carrying into effect the provisions of the act."

When news of the favorable reporting of this bill was printed, motorists everywhere rejoiced. It is the first time that a national measure affecting the interests of motorists ever got so far in Congress. While motorists have been working for the principle embodied in this bill, much has been accomplished by them in some of the States. The laws of Pennsylvania, Delaware, Maryland, and Virginia, for example, have been so amended under their influence that a motorist may now travel from New York to the Shen-

(Continued on page 470.)

Superior to Lemonade
Horsford's Acid Phosphate
A teaspoonful added to a glass of cold water, with sugar, makes a refreshing drink.



NONE can go further—none faster—none ride with greater ease and comfort—none have ever given better service. Above we illustrate the Model 11-F Four-Door Touring Car, with Top, $3125. Smaller model on same lines, $2520.

The Dayton Motor Car Co
Dayton, Ohio

ECONOMY
UNITED STATES MOTOR CO
UTILITY

You are now laying your plans for a season of healthful, invigorating life out-of-doors

Your confining and hard work this winter has earned you the right to get out and enjoy the good things nature brings in the way of sunshine, balmy spring days, fresh air and the verdant fields.
Of all gifts, fresh air and sunshine are the greatest.
Of all sensations, the one of being carried swiftly, silently and surely thru the scenes of such gifts is the finest.
Make your spring and summer full and round—fill this season of your life with joy and happiness.
Determine to live and live the best that you know how—not extravagantly but luxuriously and simply. The

Abbott-Detroit

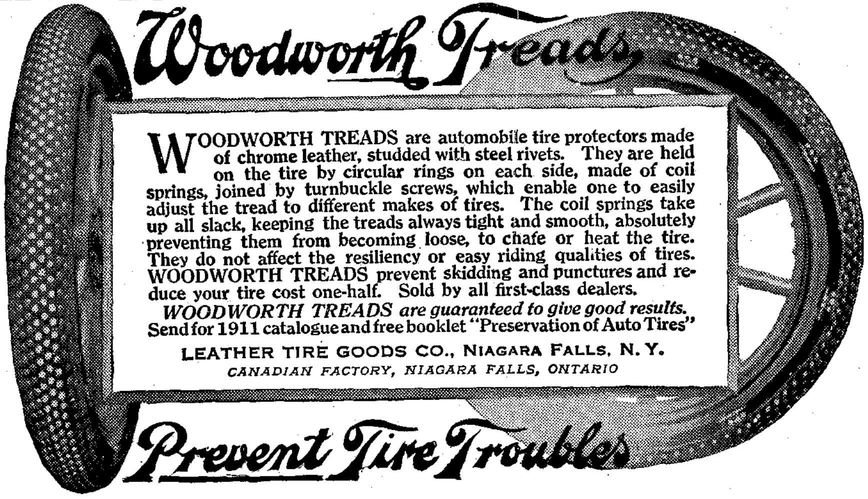
is designed to fit such a scene. To see one is to try one—to try one is to buy.
A charming ride in a perfectly balanced, luxuriously finished, roomy and powerful motor car, adds the flush which creates a perfect day.
In the automobile market of today we believe that the Abbott-Detroit has not a peer under three thousand dollars.
We make this statement—you will confirm it when you start to make comparisons.
Spring is at your heels, there are many wise buyers who have their plans made and will enjoy these first fine days.
Are you one of them?

Touring Car $1500.00; Fore-Door Touring Car $1550.00; Demi-Tonneau $1650.00; Roadster $1500.00; Coupe $2350.00.

Abbott Motor Co.
119 Waterloo Street
Detroit, Michigan

100 FOR 15 CENTS
Send 15 cents to the Niagara Clip Co., New York, and you will receive a sample box of the celebrated & indispensable
THE NIAGARA CLIPS

Society, School Pins
Solid Gold, this size $1.00 each
WINSHIP & CO.
705 L Masonic Temple, Chicago, Ill.



Woodworth Treads

WOODWORTH TREADS are automobile tire protectors made of chrome leather, studded with steel rivets. They are held on the tire by circular rings on each side, made of coil springs, joined by turnbuckle screws, which enable one to easily adjust the tread to different makes of tires. The coil springs take up all slack, keeping the treads always tight and smooth, absolutely preventing them from becoming loose, to chafe or heat the tire. They do not affect the resiliency or easy riding qualities of tires. WOODWORTH TREADS prevent skidding and punctures and reduce your tire cost one-half. Sold by all first-class dealers.
WOODWORTH TREADS are guaranteed to give good results.
Send for 1911 catalogue and free booklet "Preservation of Auto Tires"

LEATHER TIRE GOODS CO., NIAGARA FALLS, N. Y.
CANADIAN FACTORY, NIAGARA FALLS, ONTARIO

Prevent Tire Troubles

andoah valley without any hindrance, except such as is offered by New Jersey, which is described as having been "a thorn in the sides of all motor travelers up and down the Atlantic coast."

The success achieved in the States named has extended to some others. States are more and more coming to believe that restrictions are not, on the whole, advantageous to their interests. In New England all the States now recognize licenses issued across their borders. In fact, except in New Jersey and some of the western States, recognition of foreign licenses is becoming almost general. Encouragement of automobile travel means expenditure in many ways advantageous to State interests, notably so with hotel- and garage-keepers, dealers in gasoline, etc. Point is made of the action of Chicago during the recent motor exhibition in that city. Chicago has been described as "one of the worst cities from the automobilist's standpoint," since it has three taxes on cars—a State, city, and wheel tax, but during the week of the show the police were instructed not to molest any car that had a tag attached to it no matter where the car came from.

Serious doubt has been exprest as to the constitutionality of the proposed law. Charles E. Forsdick, Secretary of the Automobile Club of America, is quoted in the New York *Evening Post* as expressing doubt on this point. He believes Congress has no power to say that a Federal license "shall be sufficient for cars in States other than the one in which the car is owned." He believes that, if a case should be taken to the Supreme Court, the decision would be adverse.

Mr. Forsdick is not disposed to think the officials of New Jersey are overbearing, or unfair, in their treatment of motorists. He has had several conferences with them and finds them fair-minded and candid. Their point is that New Jersey is a small State, with an unusually large number of good roads, much used by motorists from other States. They believe motorists from other States should contribute to the expense of the maintenance of these roads.

ENGLISH COMMENTS ON AMERICAN CARS

A correspondent of the London *Autocar*, singing the initial "K.," gives, in the issue of January 28, his impressions of the recent Madison Square Show. In comparison with English and French shows he was surprized to find that so vast an industry as motor manufacture is in America "should be satisfied with so small a show." It may be commented here that "K." overlooks the fact that the London and Paris shows represent, on the one hand, all of Great Britain and on the other hand all of France, whereas the Madison Square Show represented only New York and its neighborhood, there being many other notable shows held this winter in other cities of the United States.

Whatever disappointment "K." may have had as to quantity, he found to be "more than made up in the high quality of the vehicles shown." Among the better class of cars shown a very large proportion were "not inferior to the very finest European examples." What he most missed was the "somewhat elusive quality of cleanness" which is not "a characteristic of American design." The productions of two makers only left nothing to be desired in this respect. He knows, however, that allowance must be made for custom, fashion, and national engineering practise, and is certain that "the absence of refinement of appearance does not in any way affect the car's performances."

"K." then describes in detail the typical car in each of the three classes, the very expensive, the medium-priced, and "the very cheap and somewhat nasty machine." The car chosen by him to represent the first class he found to be an example "of sound engineering construction, with workmanship and material above criticism." The body work, he declares to be "exceptionally fine," the quality "in keeping with the excellent reputation of the chassis." The medium-priced car selected as typical of its class he found an excellent model, the whole construction being of considerable interest to him, as showing "what thoughtful designing can produce and still leave a margin for reasonably good workmanship and materials." As to the cheap cars, "if one must have a car costing £100, it is pretty certain that one must sacrifice a good deal of what one has now come to associate with the comforts of motoring." The price, however, "disarms criticism" and one must make allowances for a car which, at so low a price, does its work. All this "reflects credit on the designers."

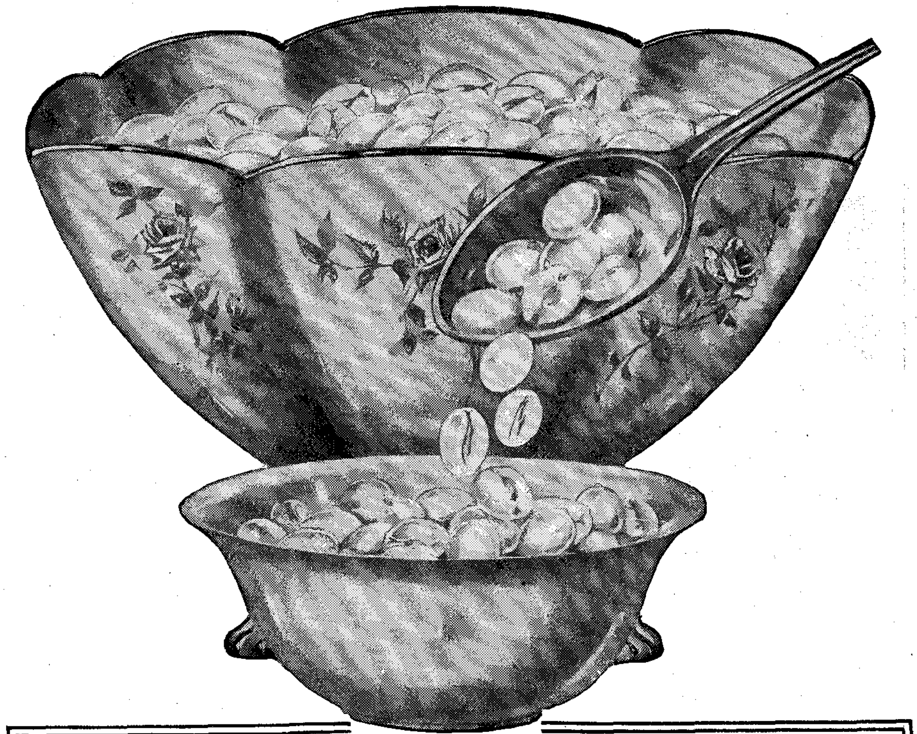
Writing generally of the show he says he found "exceedingly few freaks, most makers being content to work upon established lines rather than attempt to do many experiments." He notes in conclusion, as important to English and Continental manufacturers, the extraordinary growth of the exports from the United States of motor-cars during the last three years, the figures being in English currency as follows: 1908, £936,834; 1909, £1,437,316; 1910, £2,434,868; of which over £500,000 worth were shipped to Great Britain alone during last year.

GARAGES FOR COMMERCIAL CARS

A large department store in Chicago has erected a private garage in which to house its fleet of commercial vehicles. This house operates fourteen three-ton trucks and a large number of light delivery wagons. Its garage comprizes a single large room without posts supporting the roof, thus obviating interference with the movement of trucks and wagons. A basement provides lockers, etc., for the drivers. On the ground floor are lines or indentations, marking off the space to be occupied by each truck when it returns to the garage after the day's work. Cars may be washed as they stand in these places. Water is carried around both sides of the garage and a supply provided for each car where it stands. Other details are given as follows by *Motor Age*:

"A supply of small parts is kept in a stock room on a balcony near the superintendent's office. Two twenty-five-gallon chemical fire-

The Seal of Approval
"SALADA"
TEA
23,087,810 Packages sold last year



Like a Breakfast of Toasted Nuts

That's one way to describe Puffed Wheat and Puffed Rice.

The grains are so nut-like that children use them in candy—chefs use them to garnish ice cream. Nearly all users mix them with bananas or berries. Cooks use them in frosting cake.

When you serve them with cream for breakfast—or for supper in a bowl of milk—the crisp, brown grains will suggest toasted nut meats, ready to melt in the mouth.

Four people in five like Puffed Wheat or Puffed Rice better than any other ready-cooked cereal. We have proved this by hundreds of lunch-room tests.

Nothing Else So Easy to Digest

By no other process are cereal foods made even half so digestible. Here the millions of food granules are literally blasted to pieces. The digestive juices act instantly.

One gets all the food value of the whole grain without any tax on the stomach. There is no other way to do that.

That's why Puffed Wheat and Puffed Rice form such ideal foods for between-meals and bedtime—or for people who need to be careful—or for business men who want a light lunch.

They are often served, like bread or crackers, in a bowl of milk. For these puffed grains are as crisp as crackers, and four times as porous as bread.

Puffed Wheat, 10c
Puffed Rice, 15c
Except in Extreme West

These are Prof. Anderson's foods—the famous foods shot from guns. The moisture in the grain is turned to steam, then the grains are puffed by exploding it.

Thus the food granules are literally blasted to pieces. The grains are puffed to eight times normal size. Yet the coats of the grain are unbroken.

They are far more delicious, far more digestible, than wheat or rice were ever made before.

Eighteen Million Dishes Every Month

The homes that know Puffed Wheat and Puffed Rice are now consuming 18,000,000 dishes per month. You ought to know them, too. Tell your grocer to send one package of each so you can find them out. Cut out this reminder and lay it aside so that you won't forget.

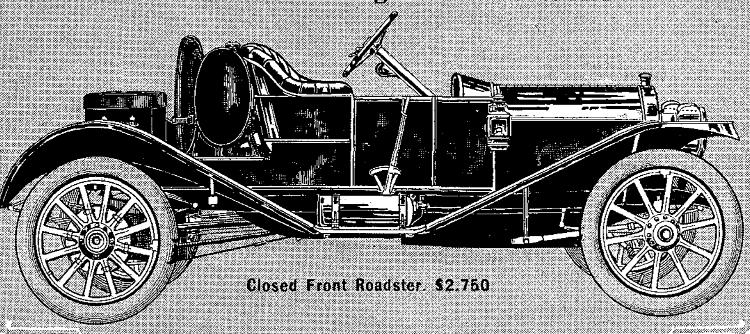
Made only by
The Quaker Oats Company

A Reminder
To Telephone
the Grocer for
Puffed Wheat
and
Puffed Rice

(120)

THE MARMON

"The Easiest Riding Car in the World"



Closed Front Roadster. $2,750

Now About Racing

We have engaged extensively in stock car racing, mainly for the purpose of discovering what weaknesses might develop under this most searching of all tests, and correcting them.

The Marmon has won more long and important races than any other car, simply because it has been better able to stand the pace for long distances.

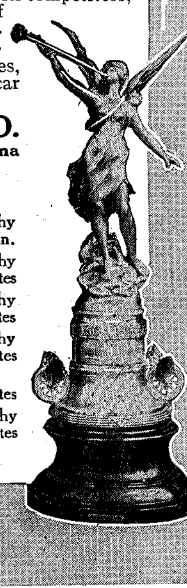
It has won its victories in the hottest kind of competition with the highest-priced cars. It has won because it proved to be more reliable, more durable, more consistent than its competitors, with ample power for its weight and a reserve of speed that is double the ordinary requirement. In a word, it won because it was the better car.

While you do not buy a car for racing purposes, it is a great satisfaction to know you possess a car which has so gloriously proven its capabilities.

NORDYKE & MARMON CO.
Indianapolis (Estab. 1851) Indiana
Sixty Years of Successful Manufacturing

Some of the Marmon Victories

Cobe Cup 200 Miles—163½ Minutes	Vanderbilt Donor's Trophy 278.08 Miles—256⅓ Min.
Wheatley Hills—Vanderbilt 190 Miles— 190 Minutes	Elgin-Kane County Trophy 169 Miles—184¾ Minutes
Atlanta A. A. Trophy 120 Miles— 107 Minutes	Wheeler & Schebler Trophy 200 Miles—166½ Minutes
Los Angeles—Two Hours 148 Miles— 120 Minutes	Atlanta Speedway Trophy 200 Miles—182½ Minutes
Los Angeles Grand Prize 100 Miles— 76⅓ Minutes	Remy Grand Brassard 50 Miles— 42½ Minutes
City of Atlanta Trophy 200 Miles— 171⅕ Minutes	Savannah Challenge Trophy 277 Miles 263⅔ Minutes



And a number of other Long-Distance Events

LICENSED UNDER SELDEN PATENT

GRAY MOTORS 3 H.P. $60
Guaranteed to develop 4 h.p. Made in 1, 2 and 3 cylinders, 3 to 36 h. p.
Largest marine gasoline engine concern in the world. 3 H. P. Pumping and Stationary Motor for $65. Write for Marine or Farm Engine Catalog.
GRAY MOTOR CO., 332 Leib St., DETROIT, MICH.

"3-in-One" is a household oil, lubricating, cleaning, polishing and preventing rust—

Try for oiling sewing machines, clocks, locks, guns, bicycles, etc. Try for cleaning and polishing any furniture; fine pianos, old tables, etc. Try for preventing rust on any metal surface. Trial bottle sent free. 3-in-One Oil Co., 18 Broadway, New York.

Reg. U. S. Pat. Off.

Because one kind of glass or one style of globe won't do for all kinds of electric lighting, I make over three thousand styles.

I make a lamp-chimney for every size burner. They bear my name and are made of Macbeth "Pearl Glass"—not of window glass.

They are tough—won't break from heat—and make the lamp give its best light.

Send for my Index—and find out which chimney you need.

MACBETH

Macbeth-Evans Glass Co. Pittsburgh

CHICAGO: 178 East Lake Street
PHILADELPHIA: 42 South Eighth Street
NEW YORK: 19 West 30th Street

extinguishers and two box carts of soapstone serve as a protection against fire.

"The superintendent has two mechanics on day work, and one on the night shift. Another man comes on at 10 A.M. and stays till the trucks are all in from the day's run. The night man has a helper, who, when he gets familiar with the trucks, is put on day work and taught to drive. Two washers are able to take care of all the trucks and cars housed in the garage. They work all night and have the trucks ready for the drivers in the morning.

"Each truck is round-housed once a month. This is made possible by having an extra truck on hand, so that the regular service is not interfered with. The round-housing consists of as thorough an examination of the truck as is possible without tearing it down, and the making of any necessary adjustments or replacements to the working parts of the chassis and motor. In addition to the above work each truck receives a complete overhauling every six months.

"The condition of his truck is reported by the driver on a daily report card when he comes in from each day's run. No matter how slight the trouble, he makes a note of it. The cards are turned over to the head mechanic, who goes over them and makes a report to the superintendent. From this report, and a personal inspection of any truck that has had trouble, the superintendent can give instructions to the night mechanic as to what work should be done on this or that truck to get it in proper shape for the next day's service.

"The truck's record is also the driver's record, and is the basis for a sort of merit system. The driver who takes the best care of his truck, and has the smallest amount of supplies, material, and labor charged to it, is in line for any favor the company can show him, such, for instance, as being given the next new truck, or an advancement. The system serves to create a rivalry among the men in the Field service to make good."

POINTS IN NEW COMMERCIAL CARS

The Commercial Vehicle prints a review of the recent exhibition of motor-trucks and wagons at the Madison Square Garden, in which some interesting points of a general nature are made. Everywhere he found apparent a learning of the lesson of "accessibility." Any maker who has not now learned this lesson would be graded as "an ignoramus." Many makers meanwhile have advanced from this lesson to a successful solution of the other important problem of "demountability." These two facts are the most notable impressions given to this writer by the show. They are applicable to all sorts and kinds of machines seen there, from the ten-ton truck down to the small delivery wagon. "Accessibility" means that the driver or garage mechanic can readily reach the adjustable parts, while they remain in position on the vehicle, while "demountability" permits the removal of any unit or group of machinery and the substitution of another and similar group, with a minimum of delay in case of breakdown. Other points are made by the writer, as follows:

"Spring suspension for radiators has come to stay. It manifests itself in many forms,

NEW YORK'S GREAT PENNSYLVANIA STATION.

One of the greatest works of modern times was the construction of the concrete-lined steel tubes under the Hudson and East Rivers, the tunnelling of Manhattan Island, and the erection of the magnificent Pennsylvania Station at Seventh Avenue and Thirty-second Street, New York, bringing the through trains of the Pennsylvania Railroad into the heart of New York City.

An illustrated booklet describing this great work, and telling what it means to the New York passenger, has been issued by the Pennsylvania Railroad and will be sent postpaid to any address by George W. Boyd, General Passenger Agent, Broad Street Station, Philadelphia, Pa., on receipt of a two cent stamp. Send for it.

all with the object of relieving the rather frail construction of the cooler from the vibration and road shocks of the moving machine. The most advanced method is shown in the mounting in the new Rapid machines, in which box-like projections on the sides of the radiator loosely fit into suitable enclosures on the frame, the weight of the radiator being supported by spiral springs. The only rigid connection of the radiator to the machine is the hinged rod extending from the radiator top to the rear of the motor compartment to insure the integrity of the hose-pipe connections. In the construction and diversity of spring suspension there is more apparent difference of opinion than in any one other component of the commercial vehicle. In the case of the front springs there is not much opportunity for variation; what there is is utilized by the use of shackled rear ends by some and free ends by others.

"The most radical departure from conventional practise was on view at the Lansden exhibit of electric vehicles. A light delivery wagon and a five-ton truck were both fitted with spiral-spring suspension, the springs being loosely placed in trough-like receptacles on the axles and frames. In each machine the position of the body relative to the axles is maintained longitudinally by perches of flat spring steel connecting the frame of the battery box to the front and rear axles, and transversely by a radius rod hinged to the spring seat on one side and to the body on the opposite side.

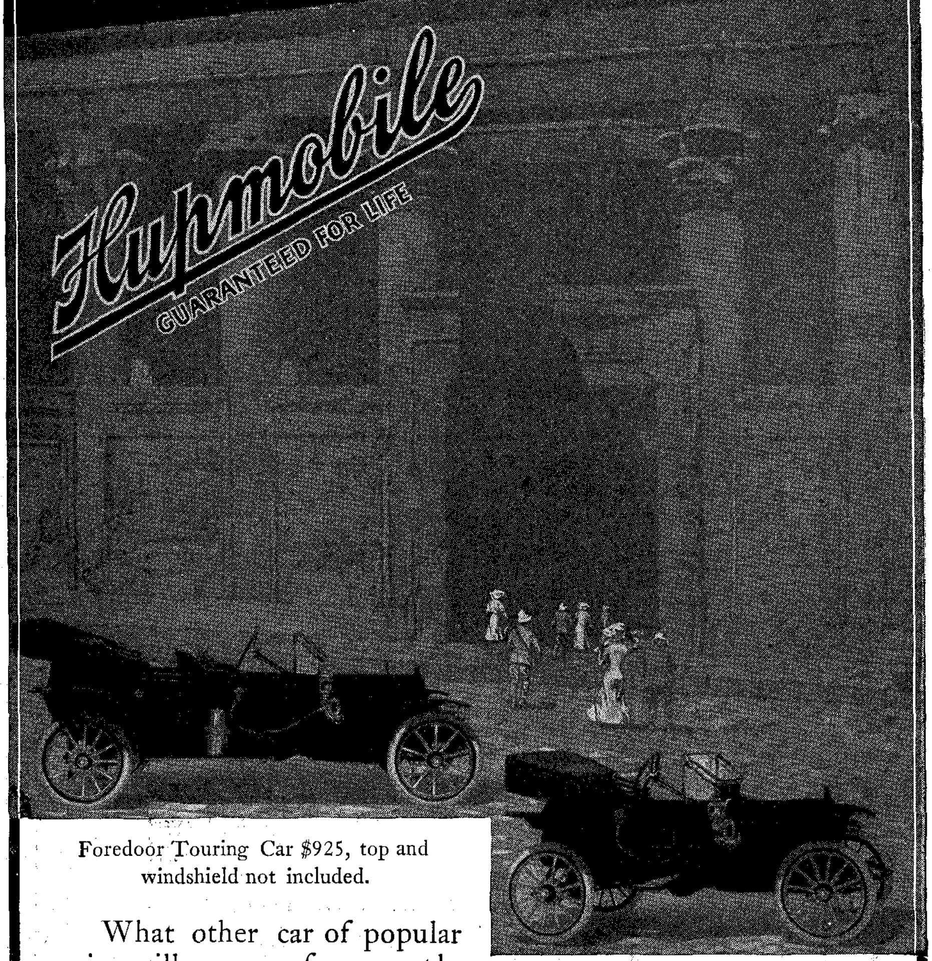
"In supplementary springs there were wide differences in practise. In some cases the old method of mounting an inverted semi-elliptic spring with the ends contacting with a wearing piece on top of the upper leaf of the side spring and over the spring seat is employed. When the maximum vehicle load brings these springs into play the total weight is located at the same point on the axle on each side—as close to the rear wheel as possible. In other machines the cross supplementary spring is shorter and the ends bear down on the axle at some distance from the side-spring seats, locating a share of the load at points nearer the center of the axle than the side-spring seats. The object apparently is to permit the use of heavier side springs than in the first-mentioned construction, as in the case of the short supplementary spring a greater depression of the body is required to bring the supplementary spring into action.

"Judging from the exhibits at the Garden the prest steel wheel for vehicles has gone out of fashion, perhaps because it lacked lateral strength and was likely to buckle when a heavy vehicle was driven against the curb. The cast-metal wheel was exhibited as equipment on Morgan and White trucks, and looked very workmanlike. It has the merit of not getting out of round, which sometimes happens with wood wheels and which is very destructive to rubber tires. Whether its wearing qualities compensate for the greater rigidity of this type of wheel is a question that apparently has not been unanimously decided as yet."

"MUCKRAKING THE MOTOR-CAR"

Under the above title, Thomas L. White contributes to *Motor* an article intended as an answer to familiar assertions that the motor-car does not stand the test of business principles. Mr. White endeavors to set forth the true position of the car in the economics of everyday life. He quotes from several attacks that have been made upon it, such as those relating to the giving of mortgages on homes in order to buy cars, the drawing of moneys from savings-banks, etc. He finds a remarkable feature of the whole situation to be "the phenomenal expansion of the motor-car industry and the general advance in the cost of living," which have been "concurrent phenomena," and quotes in italics a

Companion of the costliest cars at home and abroad



Foredoor Touring Car $925, top and windshield not included.

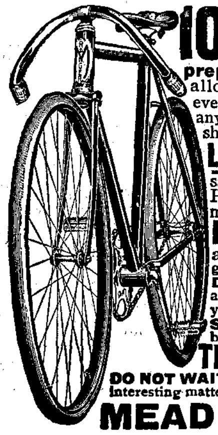
What other car of popular price will you so frequently see side by side with cars of seven passenger capacity?

Runabout with detachable doors $775, top and windshield not included. Detachable doors for any Hupmobile Runabout, $25.

London, England, thinks as well of the Hupmobile as New York—New York as well as its home city, Detroit—and Detroit as well as scores of cities larger and smaller in every state in the Union.

Wherever the Hupmobile goes—there goes satisfaction.

HUPP MOTOR CAR COMPANY, Desk 65, Detroit, Michigan



10 DAYS FREE TRIAL We will ship you a **"RANGER" BICYCLE on approval, freight prepaid** to any place in the United States *without a cent deposit in advance*, and allow **ten days free trial** from the day you receive it. If it does not suit you in every way and is not all or more than we claim for it and a better bicycle than you can get anywhere else regardless of price, or if for any reason whatever you do not wish to keep it, ship it back to us at our expense for freight and you will *not be out one cent.*

LOW FACTORY PRICES We sell the highest grade bicycles direct from factory to rider at **lower prices** than any other house. We save you $10 to $25 middlemen's profit on every bicycle. Highest grade models with Puncture-Proof tires, Imported Roller chains, pedals, etc., at prices no higher than cheap mail order bicycles; also reliable medium grade models at **unheard of low prices.**

RIDER AGENTS WANTED in each town and district to ride and exhibit a sample 1911 "Ranger" Bicycle furnished by us. **You will be astonished** at the *wonderfully low prices* and the liberal propositions and special offer we will give on the first 1911 sample going to your town. **Write at once** for our *special offer.*

DO NOT BUY a **bicycle** or a pair of **tires** from *anyone at any price* until you receive our catalogue and learn our low prices and liberal terms. **BICYCLE DEALERS,** you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at **$3 to $8 each.** Descriptive bargain list mailed free.

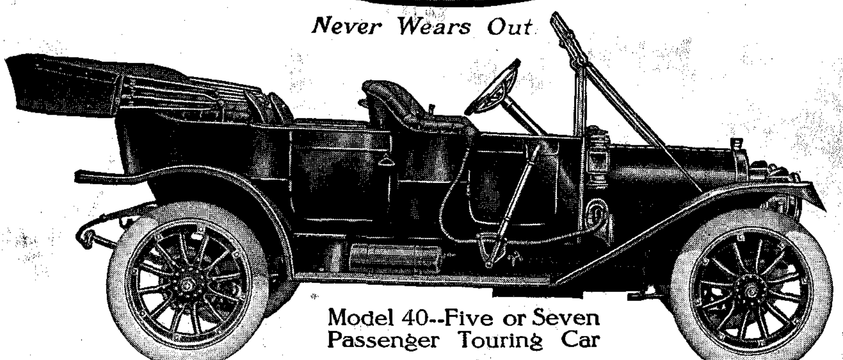
TIRES, COASTER BRAKE rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at **half usual prices.**

DO NOT WAIT but write today for our *Large Catalogue* beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. **Write it now.**

MEAD CYCLE CO. Dept. R-172, CHICAGO, ILL.

CORBIN

Never Wears Out



Model 40--Five or Seven Passenger Touring Car

The Highest Pinnacle of Excellence

THE CAR that achieves such records for low cost of maintenance as the Corbin has achieved proves conclusively that it possesses those sterling qualities which you demand in a car.

It proves that the Corbin is just a bit better in every feature than the severest service demands—that it will travel safely and swiftly over roads where others might have to be used with caution—even favored.

Touring or Toy Tonneau, $3000
Seven Passenger, . . . 3050
Torpedo, ... 3100
Limousine, ... 4000

These prices—please remember—include all equipment—as follows: Imported Magneto, Top with full set of Curtains, Adjustable Rain Vision Wind Shield, Warner Speedometer, Prest-O-Lite Gas Tank, Headlights, Combination Oil and Electric Dash and Tail Lamps, Storage Batteries, Firestone Q. D. Demountable Rims, Tire Holders, Trunk Rack and full kit of tools, etc.

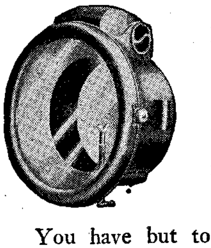
We want you to know the Corbin as thousands of others know it. We want you to take a ride in the Corbin Car, to settle back in the comfortable leather cushions and really experience its smooth running capabilities—to become familiar with its simplicity, ease of operation, abundance of power and simple mechanism—strong, durable construction.

Then you be the judge as to whether or not the Corbin has reached the highest pinnacle of automobile excellence.

A request from you will bring our beautifully illustrated catalogue, also the name of the dealer in your locality who will cheerfully give you an opportunity to test the Corbin Car to your own satisfaction.

CORBIN MOTOR VEHICLE CORP'N, NEW BRITAIN, CONN.
Licensed Under Selden Patent

Why "Solars" Are the Superior Lamps



"Solars" are made of heavy gauge brass.

It takes a hard blow just to **dent** them.

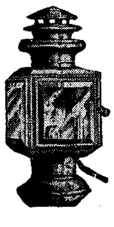
"Solars" have the fewest outside projections, which accounts for their **style**, and also the ease with which they are kept clean.

You have but to see them with others beside them to realize the vast difference in quality.

Whenever one does that he always buys "Solars."

See Solar Lamps on the highest grade cars—or send for the catalog showing the full line.

There are Solar Lamps for all known motor needs.



Badger Brass Mfg. Co.
Kenosha, Wis. New York City

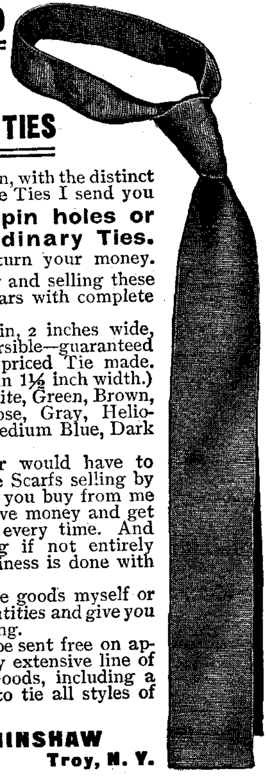
Solar Lamps

(122)

SEND ME $1.00

For Two

FOUR-IN-HAND TIES



Made from Silk Poplin, with the distinct understanding that the Ties I send you **will not show pin holes or wrinkle like ordinary Ties.** If they do I will return your money.

I have been making and selling these Ties now for three years with complete satisfaction.

They are silk Poplin, 2 inches wide, 46 inches long. Reversible—guaranteed to outlast any high priced Tie made. (They are also made in 1½ inch width.)

Made in Black, White, Green, Brown, Red, Cerise, Old Rose, Gray, Heliotrope, Light Blue, Medium Blue, Dark Blue and Purple.

The regular dealer would have to charge $1.00 for these Scarfs selling by his methods. When you buy from me you buy direct and save money and get a high grade article every time. And privilege of returning if not entirely satisfactory. My business is done with you direct.

I either make all the goods myself or buy in enormous quantities and give you the benefit of the saving.

My Catalogue will be sent free on application, showing my extensive line of Men's Furnishing Goods, including a folder showing how to tie all styles of men's neck wear.

C. G. CLEMINSHAW
289 River St. Troy, N. Y.

remark made by a writer in *The Nation* that the tremendous expenditure for automobiles "is quite as much a sign of increased income as it is a cause of diminished savings."

Mr. White contends that this statement is well borne out by the general tone of the replies which one of the car manufacturers received from letters of inquiry sent out to 25,000 bankers. He found that, out of 189,216 cars, only 1,254 purchases had led to placing mortgages on real estate and only 7,475 to obtaining loans on notes. Mr. White contends that a man may be quite able to afford a car, "in the sense that his income is sufficient each year to liquidate the pro rata portion of the purchase price, plus the annual expense of operation and maintenance," and yet he may not be able to pay for his car outright when he buys it. In such circumstances, should he seek for aid from a banker or give his note for an advance? Such a transaction would be perfectly legitimate—as much so as to "buy a carpet on the instalment plan."

When it comes to the farmer, the motor-car "is just as much a farming implement as is a harrow or thresher. Should the farmer borrow money to buy a car that would be merely what he might do to buy a thresher? Moreover, it is a customary practise among farmers, when making purchases, to give paper and pay it off gradually. Such a procedure is a direct consequence of the nature of his calling. Even when he becomes well-to-do, "the habit of buying on credit is one which still sticks." If cars are bought by farmers on notes and mortgages therefore, this is not so much "a sign of reckless hunger for automobiles" as of "expanded equipment financed in a normal business way." Other items in Mr. White's article are the following:

"Is the motor-car an end in itself and therefore a luxury, or rather a means to a thousand ends, fitting into as many occupations of life, and therefore a growing necessity? Is any motor-car a luxury? We are not now speaking of the business motor-wagon nor of the passenger car when its purpose is a business one. Would it not be more in accordance with the facts to say that every motor-car is a utility and that even in those cases where it is acquired primarily as a plaything it is its utilitarian side which eventually predominates? Even rich people work sometimes and an appliance which economizes their time when it is valuable and their energy when it is useful can hardly be classed with, say, a grand piano. Every self-propelled vehicle, the touring-car of the millionaire no less than the runabout of the doctor, is fundamentally, in virtue of the fact that it is a transportation instrument, an economic asset. It may not in every case be economically employed and the outlay which it represents may not always be commensurate with the service rendered, but, to take a parallel case, no one questions the utilitarian character of the horse simply on the ground that some horses fail to justify their cost or to earn their keep.

"And there is yet another side to this charge of luxury. Any carriage-maker will assure you that the outlay on motor-cars by the wealthy class is not greater but much less than their expenditure under the old régime on carriages and horses. In many cases where formerly large revenues were devoted to the upkeep and purchase of costly turnouts, the coming of the motor-car has resulted in substantial economies and effected a saving sometimes of tens of thousands a year. It should also be remembered that if the support of wealthy buyers had been lacking in the early days when the motor-car was more or less an untried experiment, the practicable car of to-day would still be a long way off. Nor should we have at our service a business motor-wagon, which, tho far from perfect, is yet capable of meeting many of the requirements of actual commercial service.

"It is estimated that the number of cars of all types in operation at the end of 1910 was 400,000, and that 200,000 will be added to them during the current year. Taking the average life of a car to be five years, it is reasonable to expect that 80,000 of the latter will be needed to replace old cars which will go out of commission. No doubt, of course, there will be some users who will fail to come into the market again, but against these 'fall-outs' can be offset foreign sales and additional cars acquired by present owners. This leaves 120,000 cars undisposed of."

Mr. White, after making these and other points bearing on the main topic, submits statistics as to the number of horses, wagons, and carriages now owned in this country. They may be contrasted with the number of motor-cars:

"In 1905, according to the census of manufacturers, the total production of horse-drawn vehicles was valued at $125,332,976 and consisted of 937,409 family and pleasure vehicles worth $55,750,276; 2,711 public conveyances worth $1,314,952; 643,755 farm and business wagons worth $37,195,230; and 127,455 sleighs worth $2,694,560. On January 1, 1910, the number of horses on the farms was 21,040,000 and their value $2,276,363,000, to which must be added 4,123,000 mules, value $494,095,000. The total number of horses in the country is over 31,000,000, approximately worth $3,500,000,000. The total of horse-drawn vehicles exceeds 7,000,000, and the number of spring vehicles produced last year was 1,125,000, valued at nearly $175,000,000."

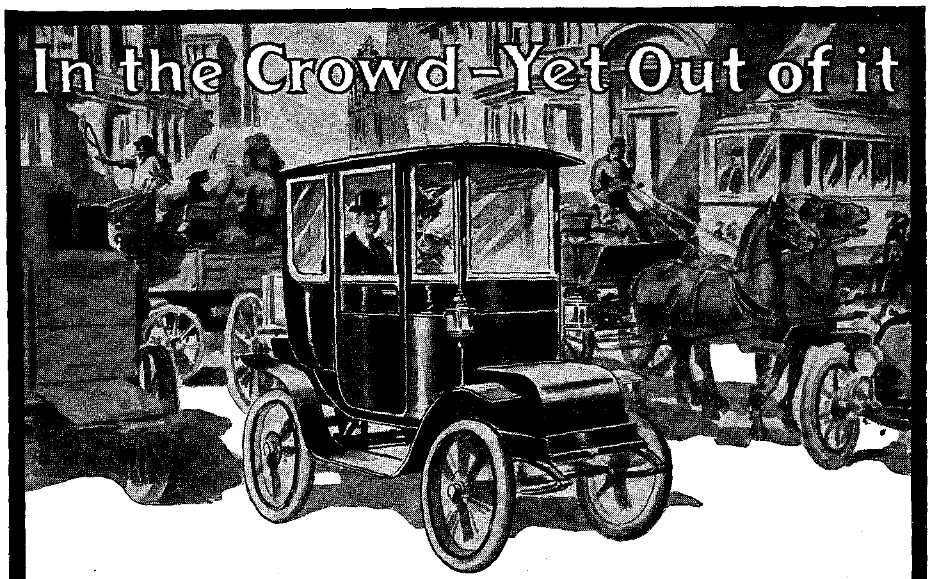
CARS IN THE SOUTH

One of the notable motor-car shows outside of New York, held since January 1, has been held in Baltimore. It has been accepted as showing the attitude of the industry toward the Southern market on the one hand and the interest of the South in motor-cars on the other. Something like 225 machines were shown in Baltimore. The exhibition is declared by a writer in *The Manufacturers' Record* to have been "one of the most notable exhibits of a growing industry that has ever been made in this country." The armory building in which it was held has a floor space said to be 50 per cent. greater than the floor space of the Madison Square Garden. Electric vehicles as well as gasoline were shown. Trucks were also exhibited. It is believed that electric trucks will become popular in the South and Southwest, because "hydro-electric plants are now being developed there on a constantly increasing scale," so that electric energy is fast becoming an important economic power for charging the storage batteries of cars.

COMMERCIAL CAR CONTESTS

The tests begun with commercial cars last fall in a few large cities will be continued in the spring, and it is believed will be more numerous. Much interest has been aroused by the earlier contests. *Motor Age* declares that almost every city is talking of its commercial run this spring for heavy trucks, light trucks, and delivery wagons, while builders "have tasted the measure of publicity which attends these contests and have become infused."

An important point in these contests will be the rules established to govern them. These must be different from those imposed upon contests among pleasure vehicles. Last fall the rules employed were inadequate, having been fashioned largely after the rules


In the Crowd—Yet Out of it

IN city streets, congested with travel, the Electric Car goes along as serenely as on a clear road. Flexibility of control, quick stops and starts, instant availability of great power and simplicity of operation allow it to pick its way at will, much faster and easier than other vehicles. Its passengers, confident and content, sit in the heart of the crowd, yet far removed from it. Its system of stored power with the new

"Ironclad=Exide"

BATTERY

makes the "Electric" thoroughly dependable in all difficulties of travel—storm, cold, snow, grades, etc.—more reliable than before. This battery is the latest and highest development of the standard "Exide" Battery.

The "Ironclad=Exide" Battery surpasses in these respects:

It gives two to three times the life. It gives increased mileage.
It rarely, if ever, requires cleaning. It reduces the cost of operation.
And it can be installed in any battery jars of standard "Exide" size.

Whether you own an electric car, or contemplate buying one, you should use this immensely superior battery.

Write the nearest Sales Office and ask for the book describing the "Ironclad=Exide" this new and most serviceable battery.

"Exide," "Hycap=Exide" and "Ironclad=Exide" Batteries are used by these prominent electric vehicle makers:

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Baker Motor Vehicle Co.
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"Exide" Depots in Philadelphia, Boston, Chicago, Cleveland, St. Louis, Denver, San Francisco.
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For gas cars the "Exide" Sparking Battery should be used.

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SECURED by first liens on productive grain farms in the great "Corn Belt" of central Illinois where values have been established for a generation, and where crop failures are unknown, representing 100% margin of security, paying the highest rate consistent with absolute safety, and made by a house continuously in the business more than fifty years without a loss to a single client.

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TRADE MARK REG. U.S. PAT. OFF.
Steel Fishing Rods

Trolling, Bait Casting, Fly Casting, Still Fishing are all alike to "BRISTOL" Rods. Guaranteed three years. Know the full fun of fishing. Take a "BRISTOL" rod along on your next trip.

FREE 144-pg. BOOK, "Fishing Tricks and Knacks"
Gathered from famous anglers and guides. Valuable to professionals and amateur. Your local fishing tackle dealer will give you one of these books free with each "BRISTOL" Rod purchased of him during 1911. 40 chapters, cloth bound.

Write for free catalogue. Give your dealer's name so that we can be sure te supply him with books.

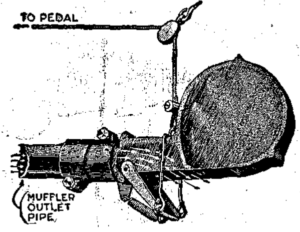
1911 calendar, 18 x 27, beautiful reproduction in colors from painting by Oliver Kemp, entitled "A Tragedy," mailed for 15c.

The Horton Mfg. Co., 42 Horton St., Bristol, Conn.

SAFER MOTORING

YOUR car will soon be in commission now, as the motoring season is fast approaching. If you have already decided that your **SIGNALLING DEVICE** shall be

A Jericho Horn



then you have chosen wisely and well.

If, on the other hand, you are still casting about for the signal of highest efficiency, then we say to you, in all sincerity, that you can make no mistake in fixing upon

JERICHO

THE PERFECT MOTOR CAR SIGNAL

That "Warns Without Offense"

Obtainable at a moderate cost.
Attached with ease at the rear of the muffler.
Operated by the exhaust under pedal control.
Costs nothing whatsoever for up-keep.
A perfectly simple, yet thoroughly efficient device.

This signal is entirely "different"; and it is this difference, particularly as regards its mellow, modulant tone, that renders it safe, sane and effective.

Better still, its tone is exceptionally pleasing to everybody. It is easily remembered and readily associated with an automobile. This fact insures prompt action on the part of the pedestrian and safety to all concerned.

The sales of the past year attest to its merits; the activity of the opening season demonstrates its popularity.

JERICHO is made in four sizes, selling at $7.00, $8.00, $9.00 and $10.00—complete

There is a size to fit your car. Your dealer has it

The Randall-Faichney Co.
BOSTON, U. S. A.

Write us today for Booklet 15 on Accessories you need for your car.

19 YEARS SUCCESSFUL BUSINESS

6% Coupon Bonds

This company furnishes Gold Coupon Bonds, secured by First Mortgages assigned to Trustee, these mortgages being based on Real Estate whose value is at least two and one-half times the face of the loan. Denominations, *$100.00* and *$500.00.*

Write for free booklet "B."

THE TROPICAL BUILDING & INVESTMENT CO.
KEY WEST, FLORIDA

that govern pleasure-car contests. Many of the contests were little more than "demonstrations to see which truck can travel the fastest," in others "consumption of fuel has been practically the only consideration," and again electric cars have been allowed to compete against gasoline cars. In the latter, the electric truck was permitted to carry an extra battery as a part of its load and fitting a switch, so that when the regular battery was exhausted the other could be switched on. Rules like these discourage makers and give wrong impressions to buyers.

In the operating-cost of a truck, since gasoline and oil represent only 10 per cent., it is questioned if 10 per cent. should be a "leading factor in the determination of a winner in a truck contest." The other factors, representing 90 per cent., should have their places. For example, makers have agreed that tire maintenance is one of the biggest factors in truck operations, from which it is inferred that a one- or two-day run "does practically nothing to give the buyer a real clue to the merits of one truck over another." A truck, for example, may be under-tired, that is, may not have large enough tires for its weight and load, but this fact can not be discovered in a short trial. So also the size of the wheel is an important factor, since there is a distinct difference in tire life on a forty-inch wheel as compared with a thirty-six-inch one. Tests, as heretofore conducted, do not take these facts into consideration. Commercial contests, says *Motor Age*, "should be carried on in the zone of operation of the truck, and not from city to city, excepting when the test is looked upon in the form of a national demonstration. It is one thing to drive a truck hour after hour over country roads with its load, and it is an entirely different one to operate with the same load in the zone of city traffic and congestion. The fuel consumption in one case is double that of the other, as has often been demonstrated."

FARMERS AND CARS

The holding of motor shows in such western centers as Minneapolis, Kansas City, Denver, Oklahoma, and Salt Lake City is believed to have already exerted an influence among farmers which will be notable during the coming season of sales. Of these cities Kansas City and Minneapolis probably best represent "the buying possibilities of the farmer." In both cities the farmer was notable for his presence at the show, and made many purchases in the low- and medium-class fields. While not so very long ago a dealer had to content himself with an occasional sale to a farmer, he is now in several western cities considered "the possible buyer for half of the cars retailed." This large percentage could not have been achieved, except for the good crops which prevailed last year. The fact, however, that the farmer has money one year for the purchase of cars does not mean that he will have it the next, since crops may fail. A writer in *Motor Age* comments on this point as follows:

"One example of the importance of crops on the purchasing possibilities of a community is found in the present situation in North Dakota, where crops were a failure last year due to the continued dry spell. North Dakota offered one of the best buying fields a year ago, but during the coming season will be practically a negligible quantity. These people occupy a rather peculiar position. Many of

Prest-O-Lite
Gas Tank

Get Prest-O-Lite FREE By Specifying It On Your New Car

Prest-O-Lite is not only the *most reliable* and convenient lighting system, but it is also the *most economical* in dollars and cents.

Some people figure that it is cheaper to run a gas generator on a car. *Experienced* motorists know better. A generator gives you unlimited annoyance and dirty work in caring for it, winter and summer, and furnishes unreliable, inferior light which frequently leads to costly and dangerous accidents.

And yet, the Prest-O-Lite user pays *less* for light, and gets a strong, steady, dependable light that floods the road far ahead. Turned on and off like a gas jet.

Most of the leading motor car manufacturers now furnish Prest-O-Lite free as standard equipment. Most dealers will equip your new car with Prest-O-Lite instead of a generator *if you insist upon it.*

Even if you have to pay a slight additional cost, it's better to do that than to pay the full price of Prest-O-Lite later.

You're Entitled To The Genuine. Get It.

The Prest-O-Lite tank is in universal demand, never becomes second-hand, and has its cash value when you sell your car.

The Prest-O-Lite tank, when empty, can be promptly exchanged for a full one *anywhere and always.*

These things are not true of any imitation.

Don't let anyone give you a counterfeit—you may not be able to "pass" it.

NOTICE TO PREST-O-LITE USERS

If you expect full measure of Prest-O-Lite service and satisfaction, do not accept an exchange tank that was not refilled with gas by The Prest-O-Lite Co.

Price of Prest-O-Lite Tanks, $18 to $35, depending on capacity. Motorcycle size, $10 (also handy for automobiles, as a reserve supply carried in tool box).

If we can serve you with literature or other information, write us.

The Prest-O-Lite Co., Indianapolis Ind.

Branches and charging stations in the principal cities, from coast to coast.

Exchange Agencies Everywhere

Vapo Cresolene
(ESTABLISHED 1879)

for Whooping Cough, Croup, Asthma, Sore Throat, Coughs, Bronchitis, Colds, Diphtheria, Catarrh

"*Used while you sleep.*"

A simple, safe and effective treatment avoiding drugs, Vaporized Cresolene stops the paroxysms of Whooping Cough and relieves Croup at once.

It is a boon to sufferers from Asthma.

The air rendered strongly antiseptic, inspired with every breath, makes breathing easy, soothes the sore throat and stops the cough, assuring restful nights.

Cresolene relieves the bronchial complications of Scarlet Fever and Measles, and is a valuable aid in the treatment of Diphtheria.

Cresolene's best recommendation is its 30 years of successful use. Send us postal for Descriptive Booklet.

For Sale by All Druggists

Try Cresolene Antiseptic Throat Tablets for the irritated throat, composed of slippery elm bark, licorice, sugar and Cresolene. They can't harm you. Of your druggist or from us, 10c in stamps.

THE VAPO-CRESOLENE CO., 62 Cortland. St., New York
Or Leeming-Miles Building, Montreal, Canada

them have been investing heavily in Canadian farms and have not ready cash. The utter failure of crops a year ago has left them for a few months in straitened conditions, and they are not going to buy cars. Many of them have credit which will allow them to borrow money for almost any venture from the banks, but these banks will not loan money for the purchase of motor-cars.

"Manufacturers of cars can not keep too close watch on the conditions throughout the country. With our big centers getting well supplied with cars, and with a demand more scattered over all classes, there is more than ever the necessity for carefully studying and meeting all factors that have a buying value. The makers must study the climatic conditions throughout the West and Central West this year before counting on their output for next year. The manufacturer must adjust the supply to the demand, and he can only do this by making a careful study of New England, the South, the Southwest, the Central section, and the West. The number of cars required by each will largely depend on the conditions in each territory during the previous year.

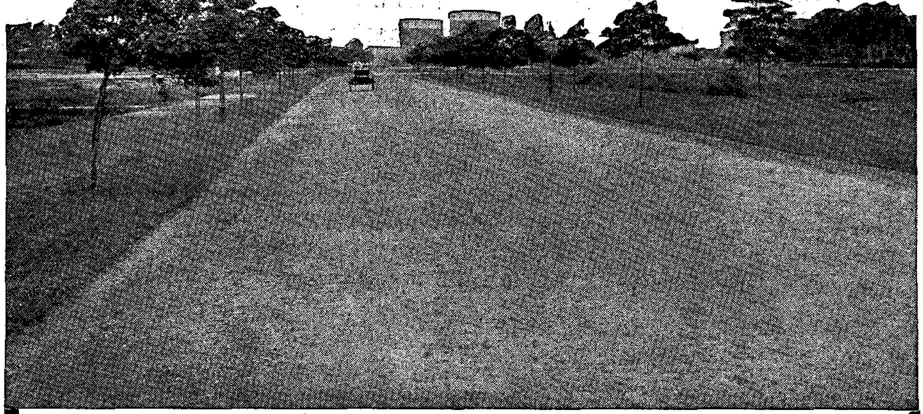
"An explanation will suffice: If the cotton crop fails in the South, the number of possible sales is at once greatly reduced. If there is a crop failure in Oklahoma territory the farming sales are practically cut off, which in a territory with so few centers of population and so generally given over to agriculture means that 75 per cent. of the sales are the farmers. The same holds true for Omaha, Kansas City, and Minneapolis districts. In the central sections of the country, where farming conditions are more mixt, the buying possibilities do not depend so much on the crops, because if they fail the stock market or fruit market may even matters up."

In the same paper it is pointed out that the argument that farmers are opposed to good roads received, during the past year, "a severe body blow." The progressive farmer is no longer opposed to good roads. At one time, he did oppose them, but that was when he opposed motor-cars. To-day he favors both. The writer comments further:

"It has taken the farmer time to realize the advantages of the car to him. Heretofore he imagined that it was solely for the gratification of the pleasure of the wealthy citizen who occasionally wanted to go through the country for pleasure. On such occasions he succeeded fairly well in terrifying the majority of the farmers' horses and developing an excellent crop of rural antipathy toward the motor-car. This feeling of antagonism continued for years, but, as with all irresistible forces, it was broken down, and now the farmer is really a friend of the motorist. There still remain those who are not and they will continue to exist for years; but, generally speaking, the farmer has realized the motor-car is an asset.

"For several years the farmer did not think he could afford a car, and as a matter of fact he could not, but the prosperity of the last three or four years has greatly changed the aspect of the situation, and to-day the farmer is in a much better financial condition than many of the city residents who own cars. The farmer is buying cars for two reasons: He is buying them for pleasure, and he is buying them for usefulness. He tries to combine both, and if he can't, then he selects whichever of the two appears the stronger. Some buy for pleasure purposes, some for business purposes. Where a car is bought for pleasure purposes it is a valuable adjunct to the community.

"Those farmers who already own cars are big advertisements in the selling of other machines. Society works along the same lines in the country as in the city, and where one farmer has a car there is immediately bred in his fellow farmers a desire to own a better one."



Tarvia
Preserves Roads
Prevents Dust~

Tarvia in Cambridge

CAMBRIDGE, MASS., widely known as the seat of Harvard College, is a progressive modern city of 100,000 inhabitants.

For some years the superintendent of streets has been experimenting with Tarvia as a macadam road binder and dust layer.

To-day, tarviated macadam has been adopted as a standard method of construction.

Harvard Street, leading to the college, and one of the principal automobile routes from Boston, was in bad condition in 1908.

A section of the Harvard Square end was laid with Tarvia X, and an adjacent section was built without Tarvia.

The experience during the succeeding winter convinced the superintendent that Tarvia was necessary to make a macadam road endure modern fast moving traffic.

The next season sections of Columbia Street, also an automobile route, Berkshire and York Streets were built, following the methods used on Harvard St.

At the same time Massachusetts Ave., one of the heavy travelled streets leading from Boston to the suburbs on the northwest, was rebuilt in a thoroughly substantial manner with Tarvia X.

In addition to the construction work, Tarvia B has been spread on automobile thoroughfares like Magazine Street, Kirkland Street and the Charles River Parkway.

On these streets the automobile traffic is extremely heavy, as Cambridge is not only the way out from Boston to the north and west, but is also crossed by all traffic from the southern to the northern suburbs.

Tarvia B was chosen after actual road trials of different types of dust layers and road preservatives.

Booklet regarding the Tarvia treatment free on request to our nearest office.

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New York Chicago Philadelphia Boston St. Louis Cleveland Cincinnati
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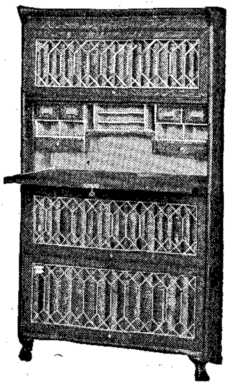

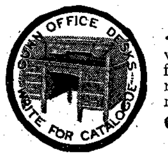
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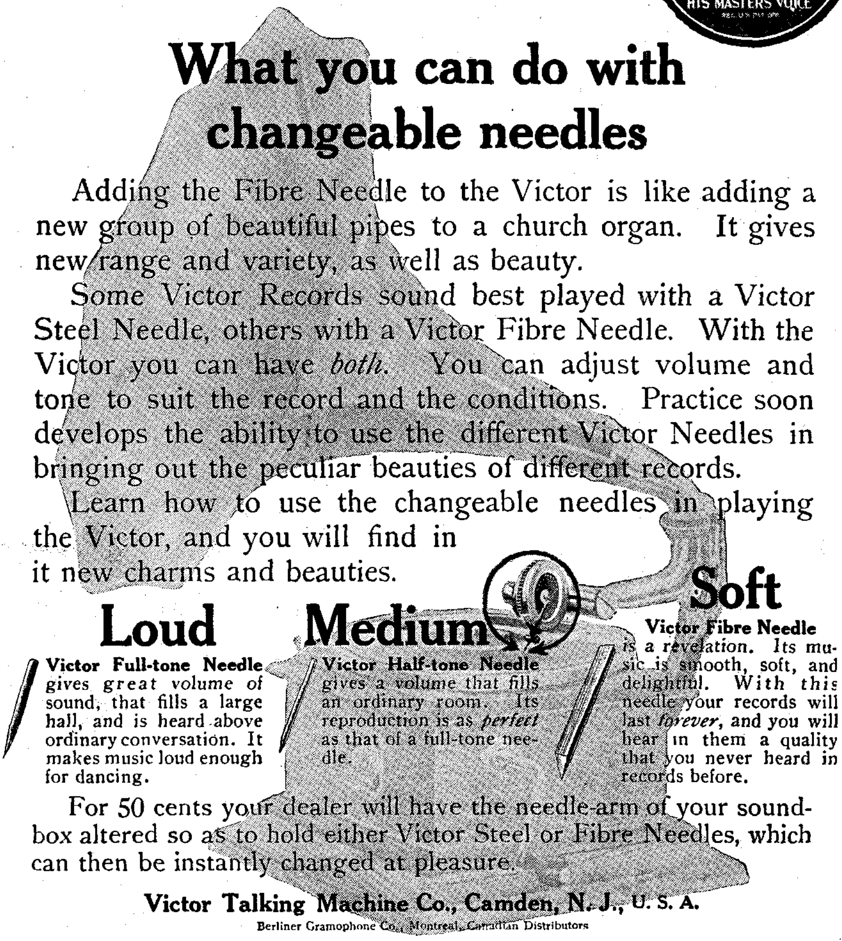
"HIS MASTER'S VOICE"

What you can do with changeable needles



Adding the Fibre Needle to the Victor is like adding a new group of beautiful pipes to a church organ. It gives new range and variety, as well as beauty.

Some Victor Records sound best played with a Victor Steel Needle, others with a Victor Fibre Needle. With the Victor you can have *both*. You can adjust volume and tone to suit the record and the conditions. Practice soon develops the ability to use the different Victor Needles in bringing out the peculiar beauties of different records.

Learn how to use the changeable needles in playing the Victor, and you will find in it new charms and beauties.

Loud

Victor Full-tone Needle gives great volume of sound, that fills a large hall, and is heard above ordinary conversation. It makes music loud enough for dancing.

Medium

Victor Half-tone Needle gives a volume that fills an ordinary room. Its reproduction is as *perfect* as that of a full-tone needle.

Soft

Victor Fibre Needle is a revelation. Its music is smooth, soft, and delightful. With this needle your records will last *forever*, and you will hear in them a quality that you never heard in records before.

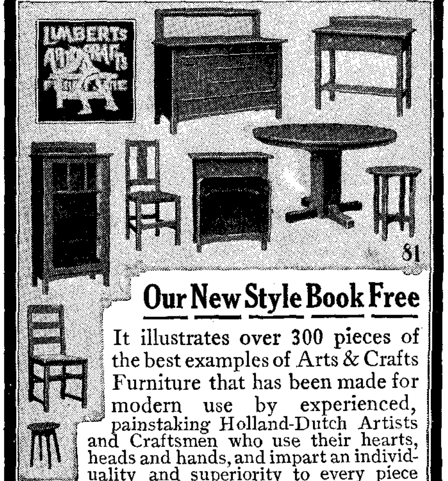
For 50 cents your dealer will have the needle-arm of your sound-box altered so as to hold either Victor Steel or Fibre Needles, which can then be instantly changed at pleasure.

Victor Talking Machine Co., Camden, N. J., U. S. A.
Berliner Gramophone Co., Montreal, Canadian Distributors

And be sure to hear the
Victor-Victrola

New Victor Records are on sale at all dealers' on the 28th of each month

LIMBERT'S Holland ARTS & Dutch CRAFTS



Our New Style Book Free

It illustrates over 300 pieces of the best examples of Arts & Crafts Furniture that has been made for modern use by experienced, painstaking Holland-Dutch Artists and Craftsmen who use their hearts, heads and hands, and impart an individuality and superiority to every piece which bears our Branded Trade Mark. This is our guarantee of excellency and your means of identification. The Style Book also gives an instructive and interesting history of this charming style since the 15th Century, and contains color plates of Arts and Crafts interiors showing beautiful and harmonious effects that can be obtained for a small expenditure. If your local dealer does not sell our goods, send us his name and we will send you the address of our Associate Distributor nearest to you.

CHARLES P. LIMBERT COMPANY
Holland, Mich. Dept. Y Grand Rapids, Mich.

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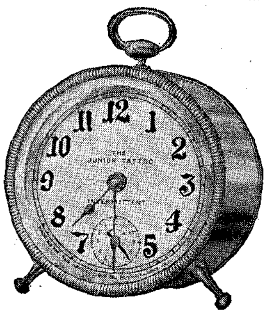

The Junior Tattoo

Because a clock is an alarm clock is *no reason why it should be ugly.* The Junior Tattoo is a gem. Every twenty seconds for five minutes its cheery call peals forth unless the silent switch is turned. It gently insists that you arise, without a rude, jarring shock.

Hardly larger than a watch, you can carry the *Junior Tattoo* wherever you go.

Price $1.75 (in Canada, duty extra)

With an artistic, gilt finish, $2. Complete in a rich leather (red, black or brown) case, $3. If your dealer doesn't sell it send his name and price for as many as you want. We will ship prepaid.

Write for interesting, descriptive booklet, containing short story: "The Uprising of John Hancock—Salesman."

THE NEW HAVEN CLOCK CO. NEW HAVEN CONN. 142 Hamilton St.

CURRENT POETRY

IN "The New Laokoon" Mr. Irving Babbitt complains of the confusion of poetry and painting. Poetry, he says, deals with temporal, painting with spatial, relations; poetry with the successive, painting with the coexistent. A poet works with words, and words necessarily follow one another in time; thus any one who attempts to picture some visible object with words is forced to name one attribute after another, and this piecemeal enumeration of details confuses and blurs the image. The poet is limited, therefore, to the painting of motion. He should not try to paint directly the beauty of Helen of Troy, but should show this beauty in action. Homer followed this method, and so did Marlowe in those lines now worn smooth by repetition:

"Was this the face that launched a thousand ships
And burnt the topless towers of Ilion."

In this way the poet forces the reader to picture for himself the beauty that could have such power.

The reasoning of Professor Babbitt, the pupil, is as irresistible as that of Lessing, the master. He follows that irrefutable kind of logic, where "the truths all stand in a row, each holding by the skirts of the other."

But before we succumb to his arguments we will print a poem from *Scribner's* that is nothing more than a picture, lacking only the frame, and a hook from which to hang it.

The Harbor

By John Hall Wheelock

By gates of ocean and the seaward portal,
Fortress and headland, bastions of the world,
Gray walls and sea-sapped battlements and turrets,
The weary wings of twilight are unfurled.

Under the gaunt and the windy skies of morning,
Over the wide wastes and the fields of sea,
Storm-signals, capes, and flashing promontories,
Sirens, and bell-buoys rocking restlessly,

Slips the first ray, like a sword unsheathed, of sunrise,
And all the terror of the dawn lies bare;
By channel and reef, by oozy bog and sand-bar
The seaward guns shine grim in the morning air.

Inland by desolate dock and lapping water
Sick scurf and scum rise lazily and fall
Along the wharves, indolent, sucked and drowsy
Looms rotting fender-post and crumbling wall.

But on the headland the sweet virgin city,
Mistress and guardian of the clamoring lands,
Looks seaward with glad eyes toward the nations,
Sleepless, a sword forever in her hands;

Holy and sacred. East and West salute her,
Clothed with the dawn and with the planets crowned,
Voices and gongs and horns beyond the morning,
Her myriad children on the wastes around.

Was ever spring hailed more winsomely than in these verses from *The London News:*

Waiting

By Augusta Hancock

I know the samite of her robe
On fairy looms still lies,
Her scarf's blue film of gossamer
Not yet drifts down the skies,
Yet where the rooks of nests are prating
And blackbird's love song breathes of mating
The sunshine fell this morning like the light in
Spring's sweet eyes.

I know e'en yet the crocus keeps
Its gold yet hooded close,
That almond boughs yet bare and brown
Hold not a hint of rose,
Yet where the stream from frost-spells waking
Flings water blue as sapphires breaking,
I thought I heard soft laughter, and it might be
Spring's, who knows?

Perchance altho not yet she comes
To take her place as Queen,
She's peeping at the waiting world
Her fringèd lids between,
Longing to tell, 'twixt tears and laughter,
Of all the joys to follow after
Longing to set all hearts a-dance, to dress the world in green.

Here is a right good poem from *The Cornhill Magazine*. It does not swing around the object of its admiration like a defunct satellite, but has an orbit of its own. The poem is nicely modulated and carries its fine phrases with distinction.

To Herrick

By T. Bruce Dilks

The world's asleep !
The sky is full of stars to-night,
Wind-swept, rain-washed, winsome, and bright !
The Bear
And Cassiopeia's chair,
The belted Hunter and his Hound are there !
No intervening light
Screens the vast infinite ;
Soft Dian's face is hid
Deep, deep,
Amid
The conquering curls of young Endymion's hair.

In that warm galaxy
Zoning the chilly bosom of the sky,
A misty net enmeshing golden bees,
Those amber clusters of the heavenly vine,
Nestling like apples of thine own Hesperides,
Those points of flame
Fine-drawn
From the primeval ingot bars
In that far-off material dawn,
When sang in antiphon the new-born stars,—
'Mid these
Which, Herrick, which is thine,—
The imperishable fire that bears thy name?

Not thine to probe the deep recesses of the Mother's mind,
Not Shelley's rainbow hope,
Heine's hot tears,
Nor Wordsworth's wider scope
Of natural laws that bind
God and his universe to our own kind.
Thine ears
Were not attuned to music heard by them.
Yet hadst thou Nature's garment by the hem ;
Thy clear eye caught the gleam
Of rays
Flashing from many a gem
She wears upon the border of her dress.
Ah yes !
Thou wast a seer, and we deem
Thy vision meet for praise.

Frail verses that describe a rather frail love. They are published by *The Fortnightly Review* (London).

The End of Mirth

By Kaufmann Spiers

O my beloved, frail and fair,
Who wert not born for care,
Why should I seek with thee to share,
Alone, apart,
This burthened heart,
And give the world the jest?

Why should I deem your hand could 'suage
This full heart's stricken rage,
Or turn again Ambition's page,
That, fast and deep
In loving keep,
Its secret be unguessed?

Unless the dawn's completed power
In sunset's dying hour,
Or Wisdom's slowest seed in flower,
Alike avows
That God allows
That Sorrow still is best?

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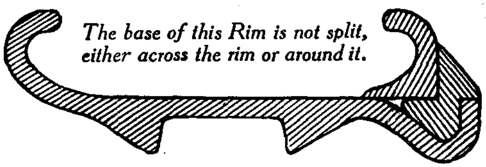
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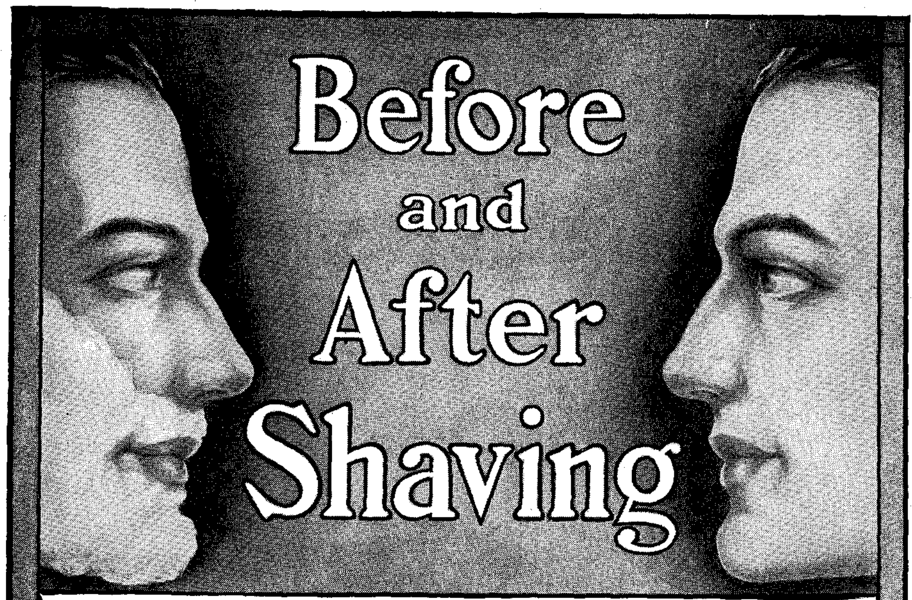

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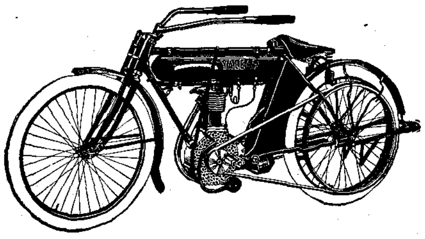

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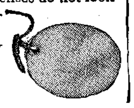
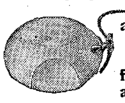
This is a Kryptok Lens. Note the absence of seams. Kryptok Lenses do not look odd or suggest old age. They improve one's appearance.



This is a Pasted Lens. Note the ugly seams. They are unsightly. They indicate old age. Pasted lenses detract from one's appearance



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The entrance of some people into a room is as tho another candle had been lighted. So with this poem from *Scribner's*. "Trumpet-Calls" throws a flood of warm Italian sunshine across these keen March days.

Trumpet-Calls

By C. A. Price

Hark! hark! the summons clear and far and fine!

Now on a hill in Italy I know
The little trumpets of the springtime blow,
Beside the twisted olive and the vine;
Purple and red in the warm rocks they shine
Nursed by the bending skies; and from below
Faint overtones of bells float up that show
Where Arno threads the plain with glancing line.

White drives the sleet and black the tree-trunks stand
Here where I sit and forth the window stare;
The heavens are lead, the earth an iron band
Such as to pierce no tender flower could dare,—
But I know how, in that enchanted land,
The little trumpets call through the still air!

A poem is a window that opens out on the infinite; so it isn't the size, but the crystal clearness, that counts.

These twelve lines were written for *Scribner's* by a young college student, and in their beauty and insight they are a challenge to the older school.

Challenge

By Kenton Foster Murray

This little child, so white, so calm,
Decked for her grave,
Encountered death without a qualm:
Are you as brave?

So small, and armed with naught beside
Her mother's kiss,
Alone she stept, unterrified,
Into the abyss.

"Ah," you explain, "she did not know—
This babe of four—
Just what it signifies to go."
Do you know more?

Lines from the current *Scribner's Magazine.*

Variations on a French Theme

By William Roscoe Thayer

Happy the Poet who can say,
Despite unlaurel'd years,
Two eyes divine have read my lay
And hallow'd it with tears!

"O heart of hearts where mine may rest,
And eyes divine that read,
Kings might uncrown to be as blest
As I, whom no kings heed."

It is a pleasant thing to know that there are themes in this world that can never quite grow stale. The "old story" is retold in *Lippincott's*.

Love's Dreams

By Frank Dempster Sherman

Worn as the world love's themes are,
Yet it is ever true
That blossom-sweet love's dreams are,
And love forever new.

Happy the lass and lover,
For all the tales be old,
Whose hearts the dreams discover
Still waiting to be told.

There is but once to find them,
Fresh as they were of yore:
Love's night of dreams behind them,—
Love's day of dreams, before!

The Standard Dictionary contains all words, terms, and allusions met with in classical and other English literature, and is *built especially for quick consultation.*

PERSONAL GLIMPSES

EXTERMINATING A GANG OF HORSE-THIEVES

"TA Sun Ke Ko Hoksilan," translated into English from the Sioux, means "Young Man Afraid of His Horses." That this "Young Man Afraid of His Horses" had every right to his fears was proved conclusively when in the winter of 1883 he came into contact with the Exelby outfit, composed of six of the most dangerous outlaws then infesting the region of the Black Hills in Montana. Besides the loss of his horses, this young Indian warrior was forced to give up a buffalo hunt on the Grand River, and returned to the Pine Ridge agency to report his loss. The agent at Pine Ridge forwarded the facts of the case to the Deadwood authorities, who at once dispatched Captain George Bartlett, Deputy United States Marshal for Dakota, with instructions to exterminate the gang. What happened to Exelby and his men, and how Bartlett obtained the title of "Wounded Knee," is told in the New York *Herald*.

Bartlett, knowing his quarry, sent word to the sheriffs along the line of the Northern Pacific, giving a description of each of the members of the band and furnishing those illuminating details as to habit, speech, and method which serve man-trackers better than photographs. The process bore fruit in season in the shape of a telegram from Miles City, Mont., giving notice of the capture at that place of Jesse Pruden, an Exelby horse thief. Bartlett telegraphed back to hold Pruden until the arrival of a special deputy, who would escort the captive to Deadwood.

It was a hard winter and a cross country jaunt in the snow was no pleasure excursion. Bartlett chose his deputy with care, singling out a husky Dakotan, Joe R——, with an eye to his physical fitness for the task. Joe R—— proved himself quite equal to the immediate matter, for on his arrival at Miles City he developed unexpected detective ability, which had not been required of him. He sent word to Bartlett that he had gathered information as to the whereabouts of the rest of the Exelby outfit and their plans. They were to intercept him on his return journey at Stone's ranch, a lonely spot on the Little Missouri River, it appeared, and rescue Pruden. The special deputy suggested that he could use some help.

Choosing five trained riders and fighters to accompany him, Bartlett immediately moved out of Deadwood toward the Little Missouri, and arrived at Stone's ranch at two o'clock the next morning. He learned that the band were passing the night in a saloon down the road, but as there was likely to be a rough crowd of cowboys there, and not wishing to be entrapped in the darkness, Bartlett and his men decided to await the day, and to snatch a few hours' sleep with such comfort as the floor afforded.

The deputies were doing justice to Stone's cooking around the breakfast table soon after dawn when a man rode up and asked for the rancher. Bartlett recognized the stranger as Harry Tuttle, one of Exelby's followers. Tuttle spoke with Stone, observed the six

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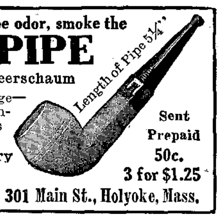

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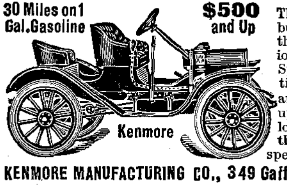

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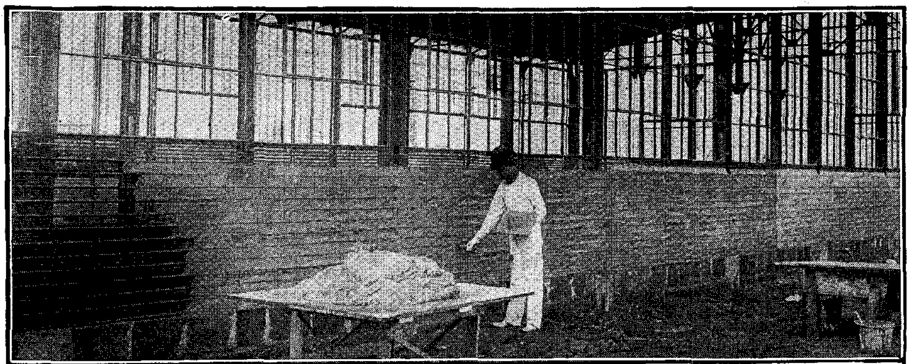

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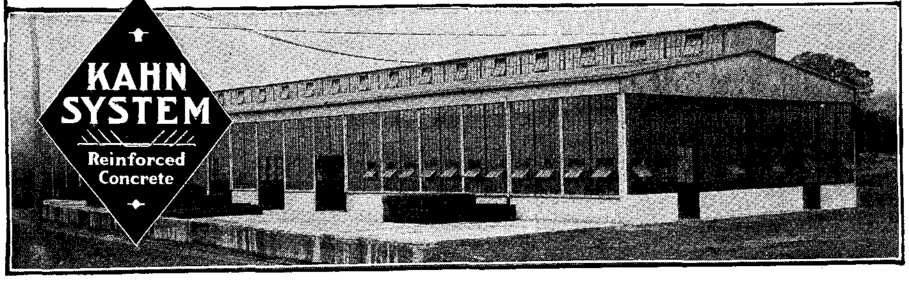

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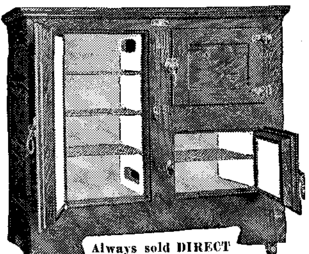

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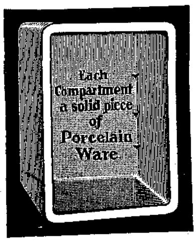
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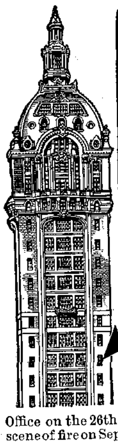

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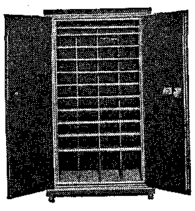


men at the table and made off. Bartlett allowed him to go in the hope that the horse thief had not taken the alarm, but as soon as Tuttle reached the saloon, in plain view some two hundred yards up the road, it was evident that further concealment was impossible. Six men ran out of the saloon and began saddling horses.

Bartlett led his men out through the rear of the ranch house and hustled them through a shallow ravine that led down toward the bridge where the road crossed the Missouri. From this ravine they commanded the approach to the bridge at a slight elevation, and here the Deputy Marshal and his forces formed for battle.

The horse thieves, six in number, came sweeping along the road at a gallop, riding close. At a distance of two hundred and fifty yards Bartlett hailed them, his rifle thrown across his arm and one hand raised.

"We want you boys!" he shouted.

It was pure formality with Bartlett. He had not the slightest expectation that the phrase would have any result, but he had a very clear notion that he represented the dignity of the United States Government and he meant to give full warning.

The horse thieves reined up at sight of the detachment of deputies, and once more Bartlett called to them, demanding surrender.

They heard this time, and laughter came from the group.

"You go to hell, we're too busy!" yelled Exelby.

The military courtesies having been exchanged according to the code of the plains, both sides proceeded to join the issue. The little knot of horse thieves burst asunder, each man taking plenty of elbow room from his fellows, and as the morning sun flashed from a dozen bright lengths of steel, Bartlett won the start.

"Put it to 'em, all together!" he cried.

The first discharge came with a crashing volley, and in rattle and bark of rifles and revolvers the battle was on. It was a stand-up fight at the start, the horse-thieves making no attempt to break for safety or gain the bridge. Some of them sat upright on their mounts, working their guns methodically and taking the return fire like ordered troops. Others fought Indian fashion, wheeling their horses through the snow, dropping low along their saddles and firing over the necks of the plunging animals. The deputies, spread out in the shallow ravine, stood or knelt at inclination.

The desperadoes soon took to flight, and one of them, Jack Campbell, who was suffering from nothing more serious than a scalp graze, managed to crawl into the bush and obtain shelter at a ranch some four miles away. The others, coming suddenly face to face with cowboys who had taken a neutral position during the fray, opened fire upon them, killing two. This was a fatal blunder, incurring as it did the wrath and vengeance of those who might have proved their friends, so that with the exception of Campbell and one other, all were speedily tracked to their death.

Campbell, of course, knew nothing of the wilful murder of the cowboys by his associates and in his extremity bethought him of one of those same cowboys, who, he had every reason to believe, would befriend him. Accordingly he secretly sent a message that evening to the saloon where this acquaintance could be found. He asked that the cowboy bring a horse down to the lower ranch to enable him to make his getaway from that part of the country.

The recipient of the message took it straight to Bartlett, who, having made every effort to effect the capture of some of the thieves alive, was still near the scene of the battle, beating the bush after the outlaws still unaccounted for. Bartlett, with the cowboys clamoring to aid him, devised a scheme whereby he expected to make Campbell a prisoner.

It was bright moonlight when the entire party rode off through the snow for the lower ranch. The horses were tethered at some distance and every care taken to prevent an alarm. The recipient of Campbell's note, leading an extra pony saddled and bridled by the rein, now approached the front door. It was anxiously opened by Campbell, who thanked him, after which the cowboy rode away, having first tied the pony to the corral.

There were now some minutes of tense waiting. All eyes were fixt upon the house, standing clear in the moonlight, massed about with heavy shadows. Bartlett was just at the corner of the stables, whence he commanded the front door. As he watched he saw the door swing silently inward, and on the threshold appeared Campbell, peering out into the night.

Bartlett waited until the chief had walked to the corral and mounted the pony. Then, spurring his horse forward, he rode into view, covering Campbell with leveled rifle.

"Throw up your hands, Jack; we've got you," he said.

Campbell looked at him steadily.

"That you, Bartlett?" he asked.

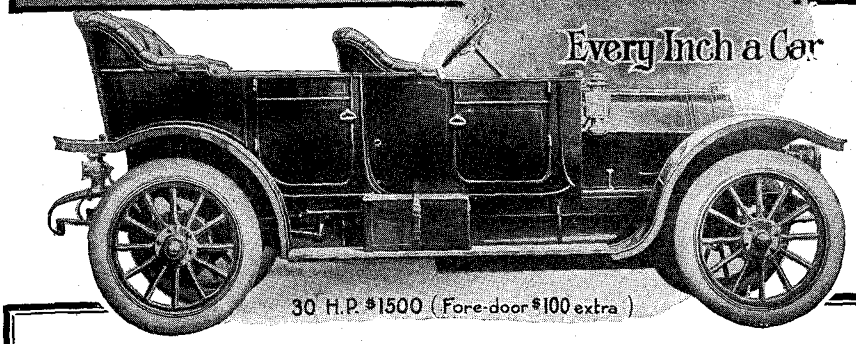
"Right," said Bartlett. "We don't want to hurt you, Jack. Best put up your hands."

"Well, if you say so," Campbell answered carelessly, and with the word he brought his hands up.

There was a revolver in each. Red tongues of flame leaped through the blue moonlight, as the thief poured a stream of shots at Bartlett and at the shadows behind him. A bullet struck Bartlett's horse, piercing its brain, and as the animal stumbled the deputy marshal fell headlong. He came down upon the frozen ground on his knees, shattering one of his kneecaps.

While Bartlett was struggling to rise, his hidden followers recovered from the surprize of the vicious attack. Spurting fire broke from a score of points about the front of the ranch. Campbell had fired his last shot. With a choked sound, half laugh, half sigh, he tossed his weapons behind him, straightened, slid over sideways, and went down on his face. When they came to examine his body they found sixteen bullet holes in him. He had been literally filled with lead and had died in the saddle. . . .

"Young Man Afraid of His Horses" never recovered those he had lost, but neither he nor any other peaceable traveler through the Black Hills region was subjected to wholesale robbery afterward. Exelby's outfit was gone, the section settled down to peaceable employment and Captain Bartlett continued to uphold the law, retaining as souvenirs of the incident a limp which gave to him the pseudonym of "Wounded Knee" and "Jack" Campbell's cartridge belt.



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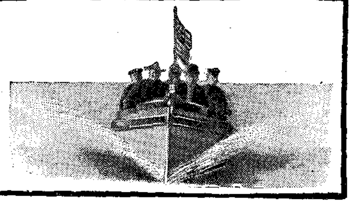

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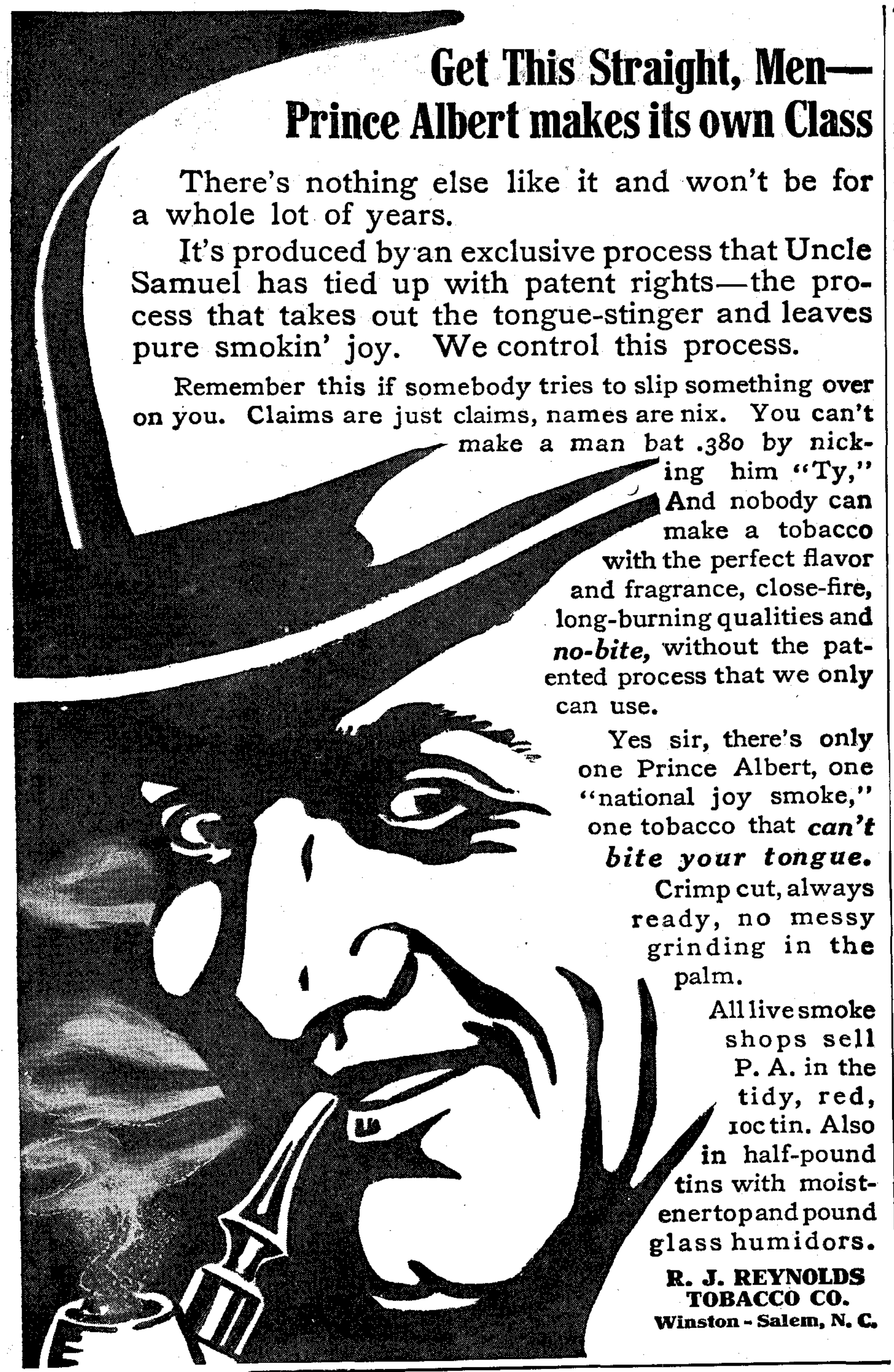

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Classified Advertising Dept. THE LITERARY DIGEST

THE MOST FAMOUS "DIRECTEUR" OF DUELS

MR. ROUZIER-DORCIERES can probably relate more tales of the dueling-field than any other man in the world, says William Richard Hereford, the Paris correspondent of the Cleveland *Plain Dealer.* For has he not been "*directeur du combat*" in more encounters than any other man in France—and is not France the home and refuge of this pastime? Mr. Rouzier-Dorcieres has written a book, "Sur le Pré," which recounts entertainingly many of his curious and often tragic experiences, and has delivered a score of lectures on this subject of which he has made himself a master. Indeed, he has received invitations to lecture in both North and South America, the lectures to be illustrated by experts with the rapier. But while there are so many fighters in his own country, Mr. Dorcieres will be forced to decline:

> "*Allez, messieurs,*" is the traditional phrase that starts every French duel, and Monsieur Rouzier-Dorcieres, of Paris, has pronounced those fateful words on the field of honor no less than two hundred and twenty-six times, for, including the nearly fatal duel of last week between M. Alex. Fischer, the writer, and the Count de Vauxelles, M. Rouzier-Dorcieres has served that number of times as *directeur de combat.* I doubt if in all the long history of dueling there can be found another man who has so often acted as master of ceremonies in affairs of honor. In addition he has fought no less than twenty-one duels on his own account. He is the modern d'Artagnan, but there is about him nothing of the fire-eater or swashbuckler. If there be one type of mankind that M. Rouzier-Dorcieres hates with unrelenting zeal, it is the bully.
>
> In appearance and manner he carries one back to other days, the "good old times" of beaux and belles, in spite of the fact that he is young and the most modern of Parisians; for, notwithstanding the number of his duels, he is no duelist by profession. He is a journalist and author, well-known to all the world of Paris, and is, besides, the Secretary-General of the important company owning the Olympia Theater. But he wears his waving hair rather long, his mustaches and goatee are reminiscent of the typical Frenchman of pictures, and his manner has that careful politeness and correct charm of the days of the Empire. It is this last characteristic and his knowledge of dueling in all its forms, his familiarity with every point of the code and the certainty that he will be impartial and fearless that have caused so many duelists to ask his good offices.
>
> Altho the French duel has been subject of wit for even youngest of humorists, it is far from being the anodyne affair it is popularly supposed to be, and often it so happens that the *directeur du combat* runs great risk himself of receiving a sword-point in his face or through his lungs, for he it is who cries "Halt!" when a "reprise" or round is finished, or when a sword breaks, or when one of the adversaries is wounded, and if the duelists be intent upon their work of finishing each other, the master of ceremonies must without a second's hesitation step between them, with his cane as his only means of defense.

The first question put to Mr. Rouzier-Dorcieres was why so many duels in France are comparatively harmless, and what percentage of the others might be said to have turned out fatal. Rouzier-Dorcieres paused before replying:

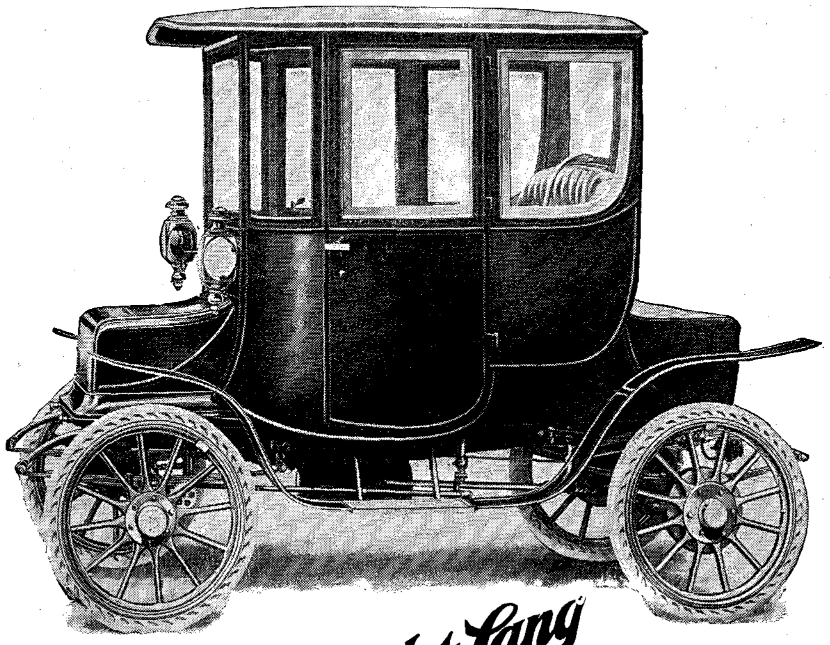
"Of the 226 duels I have directed," he said at length, "only two, I am glad to say, have had fatal results. Roughly that is about 1 per cent. If this percentage is considered small it is made so by the conditions surrounding the duels fought under the French code. In the duel with pistols the arms are charged so that they are just as dangerous as the regulation army pistols with cartridges, altho powder and ball are used, but it is the necessity of firing quickly that causes even the best shots to miss their aim. Most duels with pistols are under the provision of the code known as *au commandement;* that is to say, the director asks 'Are you ready, gentlemen?' and upon receiving an affirmative response, says: 'Fire! One, two, three!' This is counted at the rate of a word a second; really it is slightly faster than that. Now, neither must fire until the word 'Fire' is said, and neither can fire after the 'three.' This is on pain of disqualification and every man who takes his place on the field of honor knows that if he fires before or after these words he will be disqualified, and with such serious consequences to his reputation that every duelist, even the most experienced, is so anxious to fire at the proper time he does not take aim, and so his bullet generally goes wild. There is another form of the pistol duel when the word 'Aim' is said, and then either one may take any reasonable time to fire, but this practise is rare.

"There are instances where gunsmiths have been entrusted with charging the pistols, and these men, desiring to avoid bloodshed, have charged the weapons insufficiently or too heavily, and the bullet falls short or speeds over the head of the fighter. But I always load the pistols in the presence of the principals in a manner that makes them the serious weapons they are expected to be.

"In the case of duels with swords any wound, almost, is enough to put the other person in a state of inferiority. People say: 'Oh, it was only a scratch on the arm,' and that is often true; but in fencing, the arm is, as it were, the motor that drives the steel home, and to have a muscle cut, even a small one, is a serious handicap. These scratches, too, often cause a slight paralysis of the forearm, which puts one at a serious disadvantage; so that many times when the duelist himself would continue, his seconds, who are trained swordsmen, will not permit the encounter to go on and the director puts an end to it."

Mr. Rouzier-Dorcieres, in his place as director, has effected many of the reconciliations one reads about after these nearly harmless encounters:

He seizes the psychological moment when one man, wounded, stands there while the surgeons are binding his arm, to say to the victorious adversary that it would be only a graceful and manly act on his part to make amends by offering to his enemy a friendly hand, and because the probity and correct attitude of Rouzier-Dorcieres are so well known, the one addrest rarely fails to accept the advice offered. Mr. Rouzier-Dorcieres estimates that 80 per cent. of these duels end in reconciliation.



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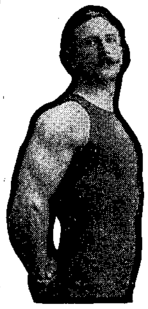

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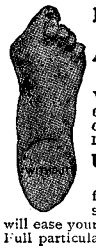

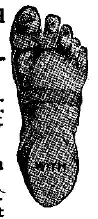

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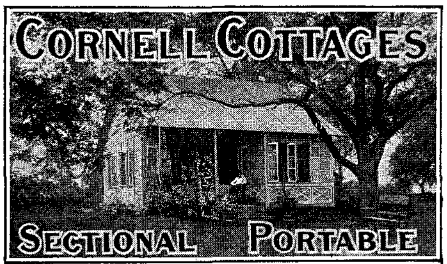

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HONESTY IN ALASKA

THAT it is safer to carry twenty pounds of gold dust the breadth of Alaska than to tote an ounce through America's largest city is the naive assertion of Melvin Dempsey, a full-blooded Cherokee pioneer of the upper North, who is now paying his second visit to New York. Dempsey has "mushed" all through those regions, staked a dozen or more valuable claims, and was the first man to reach the present site of Valdes, Alaska, in 1897. In all that time, tho often he left his gold dust bottled under his pillow of a morning when starting out to work at his mine, Dempsey has never lost a penny's worth. But the other morning he rode down town in the subway with a small bottle of gold dust in an inside pocket, and before he got to the bridge the bottle was gone. To a reporter of the New York *Globe* Dempsey summed up the situation:

"The old-timer doesn't need to carry a gun in Alaska to protect himself," he said, with a grin. "He needs seven when he gets to New York."

His first visit was to dispose of a gold claim on the Chesna River. This he sold to a firm of brokers doing business on the curb market several years ago:

They paid him $2,000 down, promised to find money for the cost of development and to pay him the remainder of the $50,000 agreed on for the proposition at the end of the year. His deeds to the mine were held in escrow until payment was completed. Within that year the curbsters had floated stock on the mine, unloaded on the public at four dollars a share, or thereabouts, and at the end of the year declined to pay the remainder of the agreed-on price and take his stocks out of escrow. They had profited by half a million dollars or more, and the purchasers of stock in a mine to which title had not passed lost every penny they put in.

"I don't feel so bad about it now," said Dempsey. "When I got my deeds back I worked the mine and took $50,000 out."

That's the philosophic way that Dempsey looks at life. In Alaska, according to an old friend he met on Broadway—where, by the way, he finds that he can sooner or later meet every one he ever knew—Dempsey's word is better than any bond that is printed. They think a whole lot of the active, slender little Cherokee up there.

There used to be a twenty-two-mile trail across a glacier, leading in toward the Copper River country. No one could cover that bad twenty-two miles in a day's mush, and a night camp on the middle of a glacier, with no fire wood at hand and the wind shrieking down the shoulder of the ice hill, sometimes killed the inexperienced camper. So Dempsey, at his own cost, established a refuge half-way across. It was there that he found the bodies of six men belonging to the Scientific Mining Company, of New York City. Lost in the darkness, they had fallen into crevices or frozen on the level.

"Thirteen men belonged to that company," he said. "Twelve died in Alaska. The thirteenth was killed after he got back to New York."

A financial difference between Dempsey

and a church organization led him to renounce the white man's religion—but not till after he had carefully re-read his Bible. He gives us this interesting glimpse of Indian theology:

"I have returned to the faith of my fathers as a result of that study," he said. "I believe in the Great Spirit, as they do. I believe that we shall be happy in an after life, as they did. They didn't believe that the Great Spirit would send bad Indians to hell. Neither do I. I have made a study all my life of the history of the native inhabitants of this continent. I find they were peaceful, and rarely fought except in self-defense. The men were honest, and the women were pure, and when a dispute arose they strove to do justice in the meetings which might be likened to our courts. I find that the Indian's troubles have been caused by the white man's religion or his cupidity. The Indian was hospitable, trusting, and generous. The white man lied, stole, and cheated the Indian.

"My study of the Bible convinced me that it may be found the base of the religious trust into which the churches have been built. There is a trust in religion, just as there is in finance or manufacture or labor. I do not believe in any monopoly. I was spoken to up town by a man who handed me a card. 'Do not meet me at So-and-So's,' it read. 'He is unfair to organized labor.' I don't care whether he is unfair to organized labor or not. I am interested in knowing whether So-and-So is fair to all labor. The Bible failed to convince me that there is merit in any creed or dogma, and, as my forefathers had neither creed nor dogma, I have returned to their religion. I believe as they did."

Dempsey's youth was spent in the most stirring period of the frontier. No one ever questioned his hardihood, and it is said that to-day there is hardly a man in Alaska who can keep up with him on a bad trail. But to quote an incident of some years ago, while Dempsey was acting as guide for some white men:

Time after time he would take a mule load on his shoulders, altho he hardly weighs 150 pounds, and stay in the lead of the procession until camp was made that night. Others used horses.

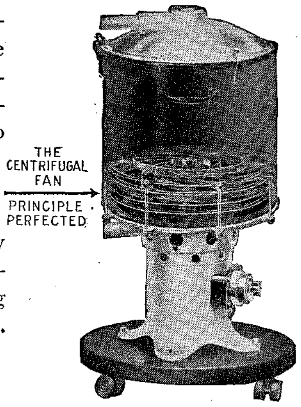
"Why don't you?" he was asked.

"The poor horse can't keep up," he said, simply.

In Alaska there are six weeks of mosquitoes in the summer time, and then comes a plague of little gnats that trouble those who are not used to them. Dempsey thinks them only petty annoyances:

"You can stand a mosquito when you're standing on top of a hill of gold, can't you?" he asked.

"The top hasn't been scratched in Alaska. We haven't begun taking out the gold. There are almost 600,000 square miles and only 50,000 people up there, and not one mile in ten has ever seen a man. They are making discoveries every day on ground the prospectors have been walking over for years without bothering to stick a pick in. You don't hear of the fresh discoveries down here nowadays. They don't seem



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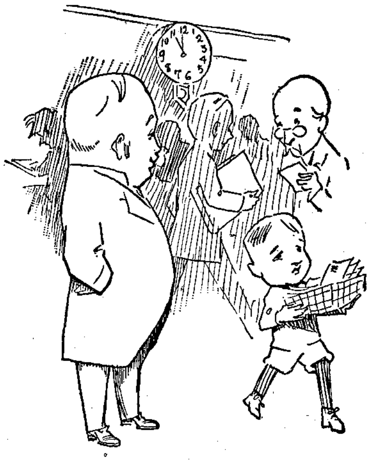

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Because New York men want the sort of fabrics, the sort of style the best custom tailors offer.

And we've given them clothes of just that sort, at much less than the tailors' prices.

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THE "WHYS" OF EXERCISE

tells all about this wonderful little exerciser: it also tells many truths about exercise which are startling to the average reader, giving as it does the "reasons why" so many systems fail, and proving conclusively that there is but one way to acquire **real health and strength.**

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sensational any more. They are just commonplace."

He admires the men of Alaska as much as its money:

"Alaska is honest," he said. "Of course some dishonest men get in—but they go right out. In the old days a thief didn't last very long up there. If they didn't shoot him or hang him, they gave him twenty-four hours to get out of town. I've seen men set afloat on a raft of logs on a flooded river running so fast that a boat couldn't live on it. Did they live through? Some of them. They got food at the first camp they struck—and then they had to move on again. Alaska is the finest country in the world," he continued. "The climate is far better than New York, for there are no mid-winter thaws to make you unhappy. In the summer we have almost continuous sunshine up where I am. It isn't quite so long between frosts, perhaps, as it is in the States, but because of that lasting sun we can grow almost anything. I have a field of wild hay—bluetop—that stands more than waist high. We grow potatoes and cabbages and all the garden vegetables. We would grow more except that we can't get our crops out. The roads haven't been built for us yet."

Dempsey is now more than fifty years old, and tho he has witnessed many of the roughest features of frontier life, has himself never suffered a scratch. But narrow escapes in the North are frequent:

One of his innumerable experiences of the rough justice of the mining camp had to do with the effort of a sharper to get him to sell his claim on a false pretense. Before the transfer had been consummated he learned of the deceit that had been practised on him, in representing that his partner had agreed to the sale. A miner's meeting was called. They came from every creek for two days' tramp around. A little old man with a chin-beard sat on a stump and acted as judge.

"Tell your story, Dempsey," he said.

When Dempsey had given his side, the other man was ordered to tell his tale. The miners, standing in a semi-circle, listened to both. When they had concluded the little old man with the chin-beard stood up on his stump.

"Those in favor of Mel Dempsey hold up their hands."

Every hand went up. Not a hand was shown for the other fellow.

"You," said the little old man with the chin-beard, addressing the other fellow, "mush."

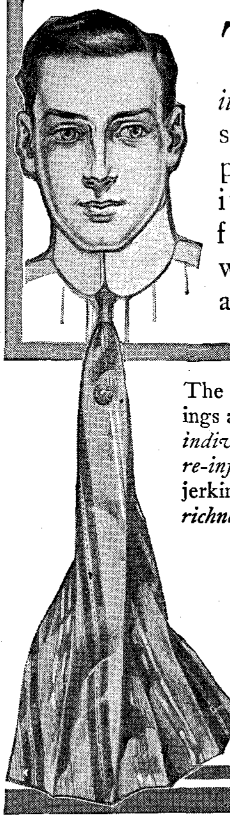
He was out of town that night.

And yet there is no prudery about the Alaskan miner. One Steiger made camp with two kegs of whisky and a keg of gin on his sledge, and set up a gambling and drinking tent. He stayed all summer, making more gin out of a decoction of spruce buds—a tipple that would send the blood into the head of a gravestone. Between the booze and the gambling, Steiger left for the outside in the fall with all the gold a mule could pack.

"He didn't have to carry a gun," said Dempsey. "No one does up there except a tenderfoot. And he doesn't very long. You'll see greenhorns land from the steamers with a big gun strapped around their waists. Before they get to the hotel they've hidden

LeMar Cravats

They are *quality-utmost* and *fashion-foremost*



THE silks are "*limited runs*" to preserve an emphatic distinctiveness. The forms are cut with *exactitude* and *amplitude.*

The colorings and patternings are "chic" and *intensely individual.* Back bands are *re-inforced* and glide *without* jerking. Every detail denotes *richness* and *refinement.*

Your dealer will show you the early *Spring* and *Easter* shapes and shades. Half-a-Dollar. Our *Guaranty* is on the *neckband.* Be sure to write for Booklet J, "A Trip to Scarfland"—*it's free.*

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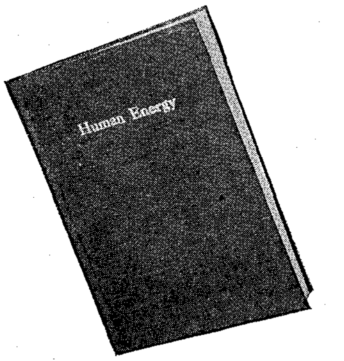

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My book explains, for the first time, the laws governing right exercise. It shows clearly and concisely why a few minutes daily of movements scientifically directed to reach your internal organs—all of which are muscles—will do infinitely more for your health and strength than hours of random exercise.

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J. EDMUND THOMPSON

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it under their coats. Next morning they leave it at the hotel. They never wear it again."

HOW MADERO STARTED THE MEXICAN RISING

FOR many years eulogistic writers have told us that Mexico was an awakened nation, content and prosperous in her forward march toward the fulfilment of a "magnificent destiny," which should be free from the dangers of revolution. In looking over the causes which contradict these claims and have been responsible for the present "serious insurrection," a correspondent of the New York *Herald* comes to the conclusion that Francisco I. Madero is the one to whom all praise or blame must be given. For, tho for some years dissatisfaction had been aroused over the extravagances of Diaz and his following, yet a real leader was nowhere to be found.

The revolution in Mexico to-day centers upon Francisco I. Madero wholly because of the prominent part he played just prior to the last elections. The sentiment that has developed in Mexico would have found a leader in any other prominent Mexican, but it must be remembered that heretofore it has been extremely unhealthy for any Mexican to set up an opposition of any sort to the Diaz administration. . . .

Last summer and last fall Francisco I. Madero introduced into Mexico the whirlwind method of campaign speaking. Heretofore there had been little of this sort of thing in Mexico. Rarely has there been found a candidate for the Presidency willing to come out into the open and declare himself a political rival of Porfirio Diaz.

Señor Madero, however, not only proclaimed himself a candidate and advocated his own election, but he went into nearly every State in Mexico attacking the Diaz administration as an extravagant administration, and even alleging methods approximating the grafting methods which form the basis of the muckraking efforts of politicians and writers in this country.

Further than this, he made rash promises. He was willing to promise anything and predict anything. If elected he asserted the lowest peon would be paid $1 a day instead of fifty cents a day, and all taxes, he promised, would be reduced until they became almost imperceptible.

In many cases there were those who spoke for him and made even rasher promises. It was asserted by the Madero speakers that in the State of Chihuahua the old feudal land practises would be overturned and the millions of acres of Don Luis Terrazas would be distributed among the people of the State.

It easily may be imagined that this sort of campaigning had its effect. The Chihuahua peon or cattle-puncher is not endowed with a vast amount of intelligence. He knows just about as little as it is possible for human beings to know and still remain within the acknowledged sphere of civilization. Throughout the State of Chihuahua there persists the impression that should the insurgents be successful every fighter in the ranks will have from one to ten thousand acres of land taken from

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makes an impression that survives. It bespeaks the Business that endures. Its very suggestion is of square-jawed honesty and square-toed reliability. Strathmore Parchment does not come from "common clay."

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If you do not find advertised just the dog you want, write to the Kennel Department of The Literary Digest and we can put you in touch with the best breeders and fanciers of the country.

THE LITERARY DIGEST Kennel Directory

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The sublime thoughts of the world's greatest poets, as selected and criticized by Hudson Maxim in his new book "The Science of Poetry and the Philosophy of Language." Every lover of literature and poetry should write for this interesting booklet, which is sent free upon receipt of a two-cent stamp to cover cost of mailing.

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has that same sweet and sane spirit which was so marked a characteristic of *Charles Wagner's* former book, "The Simple Life," which commended it to so many men prominent in the nation, to learned men, and to the busy everyday reader. If you are one of thousands of persons who are yearning for greater simplicity in life and religion, this new Wagner book should appeal to you. Price $1.20 postpaid.

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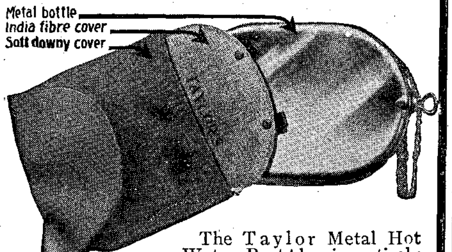
The Taylor Metal Hot Water Bottle sent, prepaid, anywhere on six months' trial to prove how it stays hot all night and to show you how much better it is than the old style rubber kind.



The Taylor Metal Hot Water Bottle is entirely different—there is nothing else like it. It is the only hot water bottle that is safe, sanitary and odorless, because it is made of pliant metal instead of rubber, for rubber, being porous, absorbs germs, spreads disease, rots and decays.

It is absolutely leak-proof—even with boiling water. It has nearly twice the heating surface of rubber bottles, yet requires but half as much water and retains the heat twice as long.

Taylor Metal Hot Water Bottle

Retains Heat All Night

GUARANTEED 5 YEARS

The Taylor Metal Hot-Water Bottle is light in weight and, being thin and flat, it will slip around and under all parts of the body with ease and comfort. It is guaranteed for five years—the only hot water bottle that can be guaranteed. Each bottle has two covers—one of India fibre to help retain the heat, and the outside cover, that touches the body, is a soft, downy material. Note the picture.

Physicians recommend it
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The superiority of The Taylor Metal Hot Water Bottle over the leaky, unsanitary, rubber kinds is established. We have hundreds of letters from physicians and hospitals all over the country praising it and advocating its use to people who are particular in the sick-room. It can also be used for a warmer in the carriage, motor car, or baby's cart.

Write for 6 Months' Trial Offer and Special Introductory Price

Send today for our 6 months' trial offer and prove in your own home the merits of the Taylor Metal Hot Water Bottle—keep it only if you are satisfied. At our special introductory price it will soon pay for itself by outlasting many rubber bottles. Write to-night—sure—for trial offer and special price.

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1045 Calvert Bldg., Baltimore, Md.

Don Luis Terrazas, with as many head of cattle and as many horses as will be required to stock the ranch.

The Madero promises of confiscation and distribution stirred up the first revolutionary feeling. The Mexican naturally is an insurrecto. When not in revolution he gets fifty cents, Mexican, a day, and works as hard as a Mexican ever permits himself to work. His fifty cents a day buys rice, beef, and the corn wherewith to make tortillas. When in insurrection he steals or takes or commandeers, or in some fashion obtains without labor of any sort beef and tortillas. He also is supposed to fight, but the amount of real, aggressive fighting he does is not of a sort to be regarded as in any fashion commensurate with the amount of food he gets free.

The Mexican who listens to Madero, therefore, easily was incited to insurrection. The only thing that possibly could hold him back was thought of personal danger.

Time was when the element of personal danger in insurrection in Mexico was very great. Diaz, himself a successful revolutionist, knew how to deal with insurrections. Those that developed he crusht, some times at great cost to the federal forces, but always he crusht them. On this occasion it soon became apparent in Chihuahua that the old lion of Oaxaca was not the fighting lion of thirty years ago. The army rarely had much success in fighting insurrection in the early stages in Chihuahua, but on this occasion it became evident that the army was weaker than ever before and that for the first time since the beginning of the Diaz administration revolution might be regarded as a fairly safe pastime.

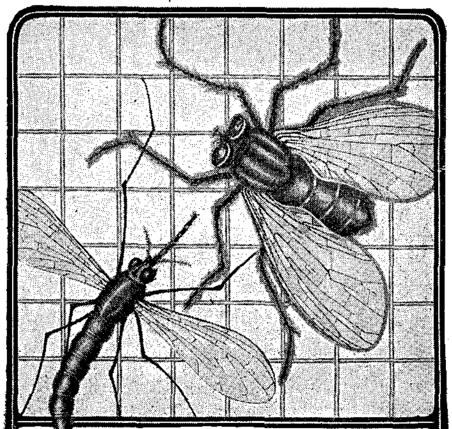
That the revolution was not equally successful in other sections of the Republic was due to the physical geography of the country rather than to any economic reason. Chihuahua is a State of wide sweeping valleys, lying between sawtooth ranges of hills. So rugged is the country and so badly cut up by the hills that the air line of a few miles between any two points on the map becomes scores or hundreds of miles when the roads leading through the mountain passes are followed.

In these hills mounted insurgents may keep out of the way of leaden-footed infantry or cautious, scout-guided cavalry for months. Here, in the Santa Ana Valley, twenty insurgents a few years ago kept five hundred federal cavalry chasing about in pursuit for months. At Temosachic sixteen years ago, a small revolutionary force defeated a federal force ten times its size, and at Santo Tomas five insurgents killed forty federals before being annihilated.

These traditions, in some fashion, the present insurgent forces hope to maintain. Here the conditions for insurrection are better than anywhere else in the Republic, with the exception of the rugged hills of Vera Cruz, and here the only manifestation of active insurrection has occurred.

The mere revolutionary sentiment elsewhere in Mexico is a thing to cause little worry in Mexico City at this time. Given four months in which to incubate, it has developed virtually nothing of fighting strength. Outside of Chihuahua nothing has been accomplished by the insurgent forces outside of the columns of the El Paso press. . . .

One federal soldier wounded will count



Tend to Your Screen Cloth Before Housecleaning

Don't go into another summer with worn out, rusted screen cloth.

Don't waste time again this spring putting up screens that are only a sieve for disease-carrying flies and mosquitoes.

The health of your family and the sanitation of your home demand that you refit your screens with

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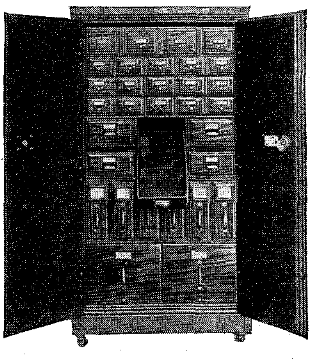

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as a score dead in the insurgents' accounts, and the tally takes no count of the living. The El Paso papers, most solidly given over to the insurgent cause, killed and wounded 600 of the 550 men Navarro took into Mal Paso with him. That he had only 550 men counted as nothing to the El Paso correspondents, who insisted that the dead and wounded numbered fully 600. That he was able to vanquish the insurgents after losing fifty men more than he had never has been given the credit it deserved.

There will be other exaggerations, however, as the weeks pass, but it is possible now to view the future of the revolution in Chihuahua in the light of what has passed, and it can be taken for granted that there will be no insurgent victories of any importance to chronicle.

GAMBLING WITH CONFEDERATE MONEY

An amusing incident, showing the relaxation which even pursues those in the stress and excitement of an arduous campaign, is told by Gen. Nelson A. Miles in the March *Cosmopolitan*. It was after the battle of Sailor's Creek, when the confederates, making their last real stand of the war, had been repulsed with a loss of 250 wagons, two pieces of artillery, twelve battle-flags, and some thousand or more prisoners. We read:

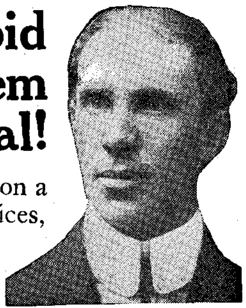
> Then, as night mantled the battle-field, a scene of comedy was enacted about the bivouac fires. After the troops were in position for the night, and the soldiers had partaken of their sparse meal of coffee and crackers, they gratified their curiosity by a rigid inspection of the day's trophies. Several of the wagons were found loaded with the assets of the Confederate treasury, which had been brought out from Richmond. Then followed a most extraordinary spectacle of jollity and good humor. A Monte Carlo was suddenly improvised in the midst of the bivouac of war. "Here's the Confederate treasury, as sure as you are a soldier," shouted one. "Let's all be rich," said another. "Boys, fill your pockets, your hats, your haversacks, your handkerchiefs, your arms, if you please," was the word, and the Confederate notes and bonds were rapidly disbursed. If they were at a discount, they were crisp and new and in enormous denominations. Spreading their blankets on the ground by the bivouac fires, the veterans proceeded with the comedy, and such preposterous gambling was probably never before witnessed. Ten thousand dollars was the usual "ante." Often twenty thousand to "come in"; a raise of fifty thousand to one hundred thousand was not unusual, and frequently from one million to two millions of dollars were in the "pool." They were seemingly as light-hearted and oblivious to what might follow as it is possible for soldiers to be. They kept up the revelry during most of the night, tho some were to make the soldier's sacrifice on the morrow, while others were to witness the scene of final triumph.

Humane.—"My husband is so gentle and considerate."

"In what way?"

"Why, he wouldn't let me get a vacuum cleaner because it employed exhausted air."
—*Boston Herald.*

Just Now I am Making a Special Price Proposition on 10,000 Rapid Fireless Cookers to Introduce them Quick Into New Homes! On Trial!



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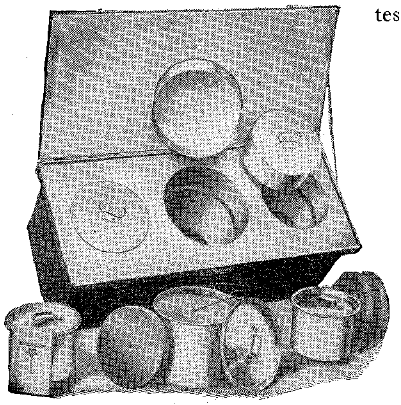

Rapid Fireless Cookers

Just try one a month at my expense and prove that all I say for my Cooker is true. I will take the cooker back gladly at the end of the test and refund all of your money if everything about it is not more than satisfactory.

I want you to use the Rapid Fireless Cooker this way for 30 days. Then I want you to take a vote of the entire family and yourself—and if you don't decide that the Rapid Fireless Cooker is a marvel—if the whole family doesn't say that they never had better meals, more wholesomely cooked, and if you don't say that you did it with far less work than you ever did before—then I want you to send it right back at my expense.

Remember, if you keep it you need pay only the wholesale, factory price—the price I can offer you by dealing direct instead of through dealers. A price so low that the Rapid will soon pay for itself in fuel bills saved. You'll all say that you wouldn't be without the delicious, savory dishes possible only on the Rapid even if it cost twice as much. But remember—whichever way you decide, the trial costs you *not one cent.*

Rapid Fireless Cookers are the most sanitary, clean, easily-cared-for Cookers on the Market. No pads or cloth lining, but everything metal, easily cleaned, kept wholesome and sweet, and with proper care will last a lifetime. Cooking utensils of the very highest grade, genuine aluminum, which, if bought alone at any store would cost nearly as much as I ask for the complete cooker.

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Send Today for Big Free Book

Send the coupon or a postal today. I will mail you my free catalogue together with my big recipe book of over 125 different recipes for Fireless Cookers—**all free.** Write at once—get this and my special price proposition.

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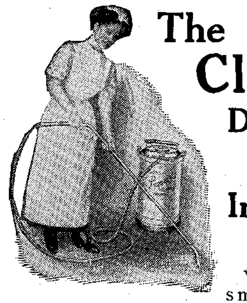

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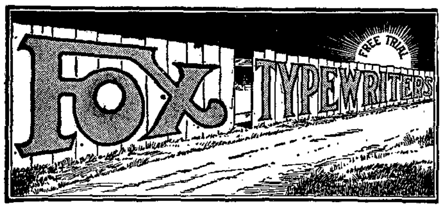

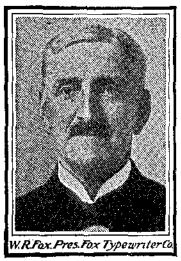
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The Fox is visible—**you do not have to look beneath a lot of moving typebars to see what is written!** It has a Back Space Key, Tabulator, Two-color Ribbon with Automatic Movement and Removable Spools, Interchangeable Carriages and Platens, Card Holder, Stencil Cutting Device and Variable Line Spacer with Line Lock *and Key Release.* Its Speed is fast *enough* for the speediest operator, slow enough for the beginner—**It is extremely Durable and almost Noiseless.**

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Business Proposition.—"Doctor," said the apprehensive-looking man, "is it true that there are people with nervous trouble that throws them into prolonged and uncontrollable laughter?"

"There are such cases."

"Well, if you'll go through the hospitals and collect some I'll pay them good money. I'm the author of a new farce."—*Washington Star.*

On an Auto Ride.—Sentimental Daughter—"Oh, father! Look! Isn't the dying day beautiful?"

Practical Parent (awakening from nap) —"What? Where is it? I didn't know we hit anything!"—*Puck.*

Spring Arithmetic.—

It was the busy hour of 4,
When from a city hardware store
Emerged a gentleman who bore
  1 hoe,
  1 spade,
  1 wheelbarrow.

From thence our hero promptly went
Into a seed establishment
And for these things his money spent:
  1 peck of bulbs,
  1 job lot of shrubs,
  1 quart of assorted seeds.

He has a garden under way
And if he's fairly lucky, say,
He'll have about the last of May
  1 squash vine,
  1 egg plant,
  1 radish.

—*Washington Herald.*

Sorry He Asked.—Fitznoodle—"Who is that strange-looking man who stares at me so much?"

She—"Oh, that's Mr. Mancegga, the eminent insanity expert."—*M. A. P.*

Modern Method.—"My books are in very bad shape," said the high financier.

"Shall I send for an expert accountant?" inquired the confidential man.

"No. Send for an alienist."—*Washington Star.*

Where Two is a Crowd.—Two oysters were in a big pot full of milk, getting ready for stew. Said one oyster to the other:

"Where are we?"

"At a church supper," was the reply.

Whereupon the little oyster said:

"What on earth do they want of both of us?"—*Milwaukee Free Press.*

Editorial Hazing.—"I hear you actually encourage your boy to send poetry to the magazines. Do you want your son to become a poet?"

"No; I merely want him to get the conceit knocked out of him."—*Louisville Courier-Journal.*

Unfortunate Combination.—Customer—"Are you sure you'll have my taxi at the house on time?"

Garage-Owner—"Certainly. Don't you know there's nothing surer than death and taxis?"—*Woman's Home Companion.*

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To People Who Have Never Seen It.

Write Brooksville Board of Trade for BOOK OF FACTS, describing different kinds of Florida soil. We have no land to sell, but want settlers and investors to develop richest district in Florida, according to State Dept. of Agriculture; not pine land, not sand, *but high and rolling* with rich dark top soil and clay subsoil. No fertilizer, irrigation or drainage necessary. Raises 80 bu. corn per acre. Best for citrus fruits, truck and staple crops. An industrious man, with $500 to $1000 capital, can be independent here. 300 ft. above sea; no swamps or marshes. Ideal climate, schools, churches, towns, good roads, all conveniences. Home seekers and investors please investigate. We need you and will help you.

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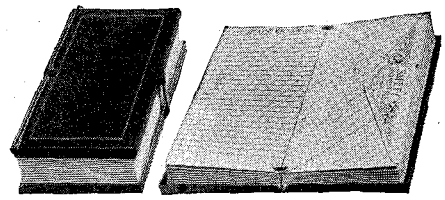

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"No, I doesn't, sah. I buys it open an' honest, sah."—*Baltimore American.*

A Woman's Right.—Bacon—"My wife was very much put out to-day."

Egbert—"What! Again?"

"Yes; she read about some disturbance in the newspaper where it said that none but Pinkerton men were allowed within certain lines."

"Well?"

"She said she couldn't see why the Pinkerton women hadn't as much right within the lines as the Pinkerton men."—*Yonkers Statesman.*

Filling Her Program.—"Ah say, Miz Mandy, am yo' program full?"

"Lordee, no, Mr. Lumley. It takes mo' an a san'wich an' two olives to fill mah program."—*The Coyote.*

The Perfect Recompense.—Miss Passay—"You have saved my life, young man. How can I repay you? How can I show my gratitude? Are you married?"

Young Man—"Yes; come and be a cook for us."—*Woman's Home Companion.*

Olfactory Evidence.—A typical old-time "circuit-rider" died recently in Alabama—a man whose godly, unselfish life will long be remembered. Many were the eccentricities of this rugged old man, and many anecdotes are current among the Methodist ministers of the state concerning him. He was noted for two things—his denunciation of sin in no uncertain tones, and the familiarity with which he addrest the Lord in prayer.

On one occasion he had been preaching in a log meeting-house in the pine woods of north Alabama. There were several young fellows on hand who had been celebrating by patronizing a still hard by. After a long, fiery sermon, the preacher made a call for mourners, and soon the rude altar was filled mostly by the afore-mentioned young fellows. The old man looked them over for a moment, and with keen intuition felt that it was perhaps a "lark" on the boys' parts, but he knelt to pray.

"O Lord," he began, "here's a crowd of young fellows kneeling round your altar. They've been cussin' and swearin' and drinkin' their time in riotous livin', but they've come up here seemingly penitent. They look like penitents, Lord, and I hope they are. They weep like penitents, Lord, and I hope you'll forgive 'em if they are; but, O Lord, I declare they don't smell like penitents!"—*Youth's Companion.*

Gallant.—Husband—"You are quite comfortable, dear?"

Wife—"Yes, love."

"The cushions are easy and soft?"

"Yes, darling."

"You don't feel any jolts?"

"No, sweetest."

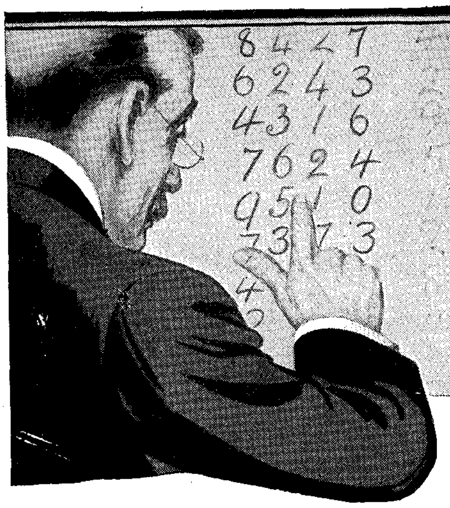
"And there is no draft on my lamb, is there?"

"No, my ownest own."

"Then change seats with me."—*Ideas.*

Nutty.—"Why did you say you were going to serve your turkey *à la comic paper?*"

"It'll be stuffed with chestnuts."—*Brooklyn Eagle.*



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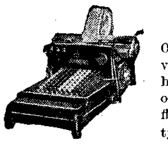

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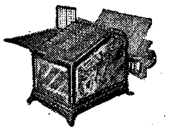

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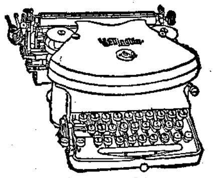

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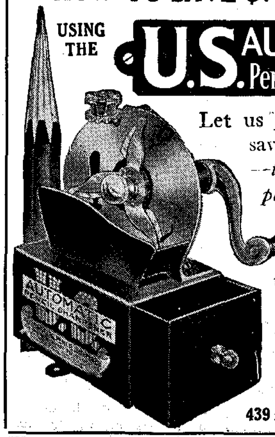

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Like the Rest of Us.—"Yes," said the old man, "my daughter is still studying French."

"But she can't speak the language at all, can she?" remarked the friend.

"She couldn't at first, but now she can speak it just enough to make herself unintelligible."—*Catholic Standard and Times.*

An Education.—"I want to be well-informed," said the ambitious girl. "I want to know what's going on."

"Well," answered Miss Cayenne, "I would suggest that you get one of those telephones that will put you on a line with five or six other subscribers."—*Baltimore American.*

Out of Date.—"I am going to ask your father to-night for your hand in marriage."

"How dreadfully old-fashioned you are."

"In what way?"

"Don't ask him; tell him."—*Houston Post.*

The Difference.—"You are the first man I ever permitted to kiss me."

"And you are the first girl I ever kissed. Will you marry me?"

"I wouldn't marry a liar."

"I would."—*Houston Post.*

Appearance Not Deceptive.—"Boss, I've just come out of the hospital, an'——"

"What?"

"I've just come out of a hospital, an'——"

"I was in a hospital once."

"Well, then you know——"

"I know they give the patients a bath oftener than once a year."—*Houston Daily Post.*

Of No Moment.—SHE—"There is nothing in this English magazine."

HE—"It must have come over on the same steamer I did."—*Kansas City Times.*

The Old Story.—"Did that explorer suffer any physical ailment as a result of his trip to the Arctic regions?"

"Yes."

"What was it?"

"Writer's cramp."—*Washington Star.*

Taking Chances.—"If you were to live abroad, where would you settle?"

"In Sicily, on account of the nice people there."

"What makes you think there are only nice people in Sicily?"

"The other sort have all emigrated to America."—*Toledo Blade.*

Trying Times.—"Doing well, young man, I see."

"No; just struggling along."

"But that fine adding-machine?"

"A demonstrator left it on trial."

"That new typewriter?"

"An agent forced it on me for a month."

"At least those expensive cigars denote ready money."

"No; I smoke ten and return the rest."—*Washington Herald.*

A Deadlock.—JOHNNY—"Grandpa, do lions go to Heaven?"

GRANDPA—"No, Johnny."

JOHNNY—"Well, do ministers?"

GRANDPA—"Why, of course. Why do you ask?"

JOHNNY—"Well, suppose a lion eats a minister?"—*Life.*

CURRENT EVENTS

Foreign

February 26.—The Costa Rican Congress approves the contract with Minor C. Keith for the refunding of the country's foreign debt, amounting to $10,000,000.

February 27.—The French ministry resigns.

The Government of Australia issues a warning against foreign trusts, with especial reference to the American Meat Trust.

February 28.—Senator Monis is chosen head of the new French Ministry by President Fallières.

Mr. Clifford Sifton, a former Canadian Minister, attacks the reciprocity agreement with the United States.

March 1.—Dr. Battle y Ordonez is elected President of Uruguay.

March 2.—Deaths from famine and the plague in Manchuria reach 30,000.

Domestic

WASHINGTON

February 23.—In the Eastern and Western rate cases the Interstate Commerce Commission announced that the railroads are not entitled to any increase in rates.

February 24.—The new treaty with Japan is ratified by the Senate.

The Senate adds the Sutherland amendment, providing for Federal supervision of popular election of Senators, to the direct-election Bill.

The President indorses the New Mexico Constitution.

February 25.—Mr. McCumber speaks in the Senate against reciprocity.

The House votes $3,000,000 for Panama Canal fortification, and passes the $140,000,000 Sundry Civil Bill.

February 26.—The Bureau of Statistics in Washington announces that exports from this country in January, 1911, show a gain of $52,500,000 over those of the same month in 1910.

February 27.—The conference report raising the salary of the secretary to the President from $6,000 to $7,500 is agreed upon.

Senator Bourne, of Washington, makes an attack upon President Taft in a speech in the Senate.

The House passes the Mann Bill extending the scope of the Public Health and Marine Hospital service, and changing its name to the Public Health Service.

The "Spy Bill," which aims to prevent disclosures of national defense secrets, is passed in the Senate without discussion.

February 28.—The Senate defeats the resolution providing for the direct election of Senators by popular vote.

The House passes the General Deficiency Bill.

March 1.—The title of Senator Lorimer to his seat in the Senate is confirmed by a vote of 46 to 40.

The constitution of New Mexico is approved by the House.

The House passes Representative Dalzell's Liquor "Leakage" Bill, and the bill providing that the Panama Canal bond issue shall not be the basis of circulation.

March 2.—Four of the appropriation bills, the Pension, Diplomatic, and Consular Fortifications and Military Academy Bills are passed by the Senate.

GENERAL

February 26.—Sam Walter Foss, author and poet, dies at his home in Cambridge, Mass.

February 27.—A second indictment charging George B. Cox with perjury is returned in Cincinnati.

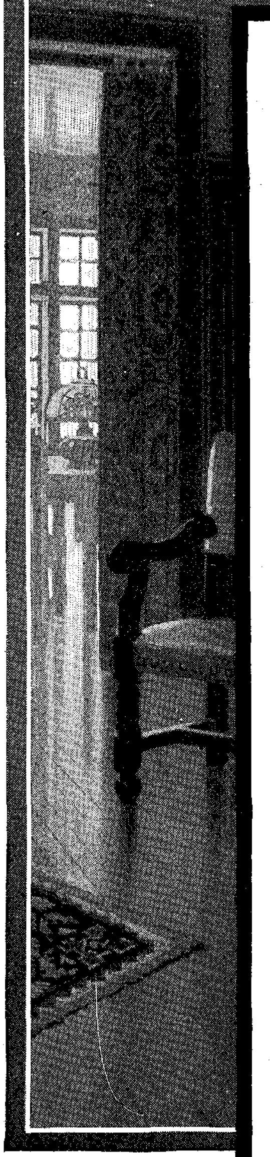
February 28.—J. P. Morgan & Co. are reported to have acquired the Pere Marquette Railroad, and to be about to turn over the control to the Baltimore & Ohio.

At the Chicago primary elections Charles E. Merriam receives the Republican, and Carter H. Harrison the Democratic nomination for Mayor.

March 1.—Superior Judge William P. Lawlor commits Abraham Ruef, onetime "boss" of San Francisco, to the San Quentin penitentiary for a term of fourteen years for the bribing of Supervisor John J. Furey.

Joseph G. Robin, the banker, pleads guilty. His counsel, William Travers Jerome, still contending his insanity, has refused to represent him in the proceeding.

John Mitchell resigns as a member of the National Civic Federation.



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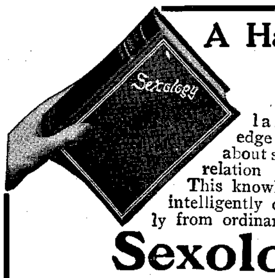

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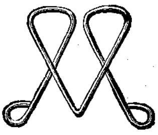

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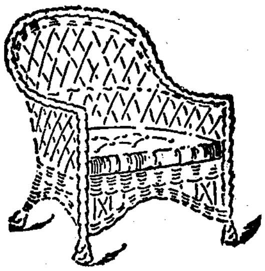

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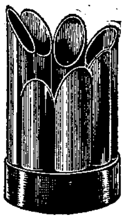

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Queries referred to this department will be answered only in the printed column, and, owing to limited space, will be selected with a view to general interest.

"J. L. L.," Monongahela, Pa.—"Is not the plural form of the verb incorrect in the sentence, 'The quiet and beautiful seclusion of this nook *are* described'?"

In its present form, this sentence is faulty in construction. The plural verb is correct if the words "quiet" and "seclusion" are both nouns, indicating two distinctive features of the nook described; but to express this idea correctly, the article "the" must be repeated; as, "*The* quiet and *the* beautiful seclusion of the nook *are* described." If the words "quiet" and "beautiful" are merely connected adjectives modifying the noun "seclusion," the singular form of the verb is required.

"A. H. G.," Adams Center, N. Y.—"Is it good style, or even permissible, to introduce a sentence with 'and,' 'but,' or 'for'?"

A general rule of rhetoric states that "a sentence should not commence with the conjunctions *and*, *for*, or *however;* but may do so with *but*, *now*, and *moreover*." There are occasional exceptions, altho the rule applies to all conjunctions that form a decided connection between the parts; such as merely serve to continue the narrative and do not closely connect the two parts, may be used to introduce a sentence.

"R. R. C.," Newark, N. J.—"The grammatical construction of the following sentence has given rise to much controversy: 'To see is to believe is a proverb.' Kindly state whether it is simple or complex, giving the attendant reasons."

The sentence as submitted is not grammatically constructed, and it must be corrected before its classification can be determined. "When a clause of a sentence, consisting of a finite verb and its subject, is used as the subject of a proposition, it is introduced by the conjunction *that*." The sentence should, therefore, read: "That to see is to believe, is a proverb," thus properly becoming complex in structure.

"C. F. H.," So. San Francisco, Cal.—"Should the singular or the plural form of the verb be used in the following sentence: 'Ten per cent. of the books *is* (or *are*) defective'?"

The modifying phrase "of the books" must not be considered in the decision as to the correct form of the verb, as the noun "per cent." is here the subject of the sentence. As "ten per cent. of the books" represents a certain quantity or amount, and in view of the rule that "a multiple, or a sum or collection of units, is viewed as a singular and should be so used," the verb should be in the singular.

"A. H.," Gravelford, Ore.—(1) "Kindly explain the references of the two phrases, 'the one' and 'the other' in the following sentence: "Lowell and Arnold, . . . the one in Old England and the other in New England.'" (2) Is the word 'somewhat' correctly used in the sentence, 'He is somewhat of an athlete'?"

(1) The phrases "the one" and "the other" are equivalent to "the former" and "the latter," and hence the references in the sentence submitted do not harmonize with the facts in the case. The order of the two names should be reversed, as Arnold is of Old England, and Lowell of New England.

(2) It is permissible to use the term "somewhat" in the sentence cited, meaning "in some degree; to some extent."

Such is Fame.—There was once a playwright who sat in the front row at the first night of a new piece of his own. The piece failed. It failed dreadfully. As the playwright sat, pale and sad, amid the hisses, a woman behind him leaned forward and said:

"Excuse me, sir, but knowing you to be the author of this play, I took the liberty, at the beginning of the performance, of snipping off a lock of your hair. Allow me now to return it to you."—*Tid-bits.*

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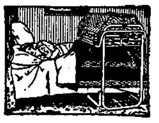

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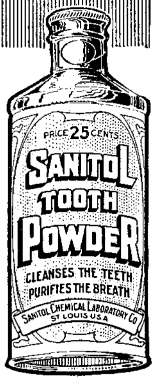

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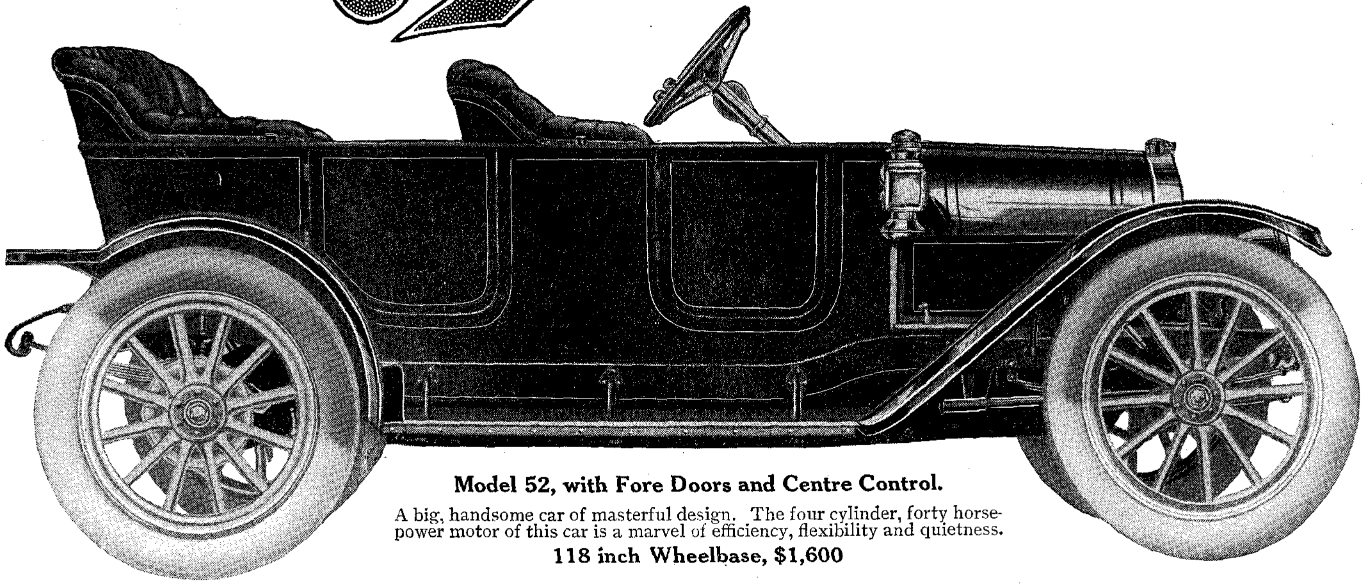

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¶ These headlines contain statements which, if true, mean *everything* to the buyer who wants the most a given amount will buy.

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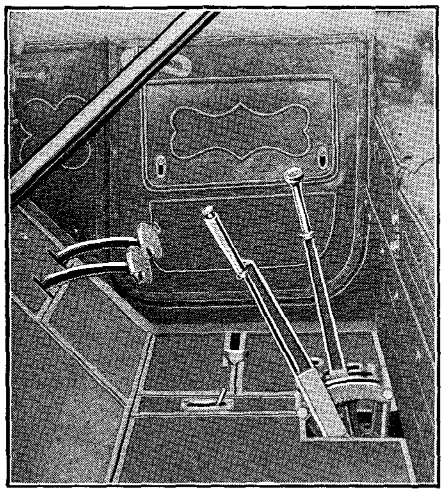
¶ Make your comparison thoroughly part by part. The more thorough your investigation, the stronger your conviction will be that the ***Overland*** is the car to buy.



This illustration shows the centre control of the ***Overland.*** We wish to lay particular stress on the fact that ***Overland*** Fore Door Models are designed and built as original Fore Door cars—not old bodies made over to meet the prevailing style. Centre control is the very latest and most approved and practical type, both at home and abroad.

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¶ Compare the springs and riding qualities, the speed, the hill climbing ability, the wheelbase, the frame, transmission, brakes, rear system, size of wheels and axle, steering gear. Compare the finish, upholstery, the body design and workmanship. You'll find that ***Overland*** fore door models are designed and built as fore door models, not old bodies patched up to meet the prevailing style, with shifting lever and emergency brake outside and out of reach. See the detail cut to the left, showing ***Overland*** centre control, the approved practice in all up-to-the-minute, high class cars.

¶ Consider, and bear this point in mind *always,* that the ***Overland*** is a *manufactured* car, every part and every piece made by us, after our own designs, by our own men, in our own plants.

¶ You'll find, too, that the ***Overland*** is a thoroughly standardized car. Each operation on every part is made by an expert workman on that particular thing, by special machinery in a special "jig" from the best material.

¶ Each cylinder, gear, shaft, bearing, axle, frame, transmission, body, etc., etc., is *exactly* like the other in the same ***Overland*** chassis. No fitting, grinding or filing is necessary or permitted in the final assembly.

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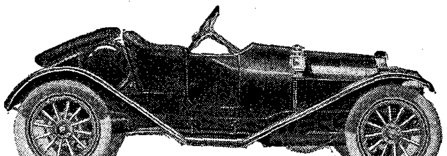
¶ The production of ***Overland*** Cars for 1911 will be 20,000. We make *only* five chassis—22 body styles, with or without fore doors. No extra charge for fore doors.



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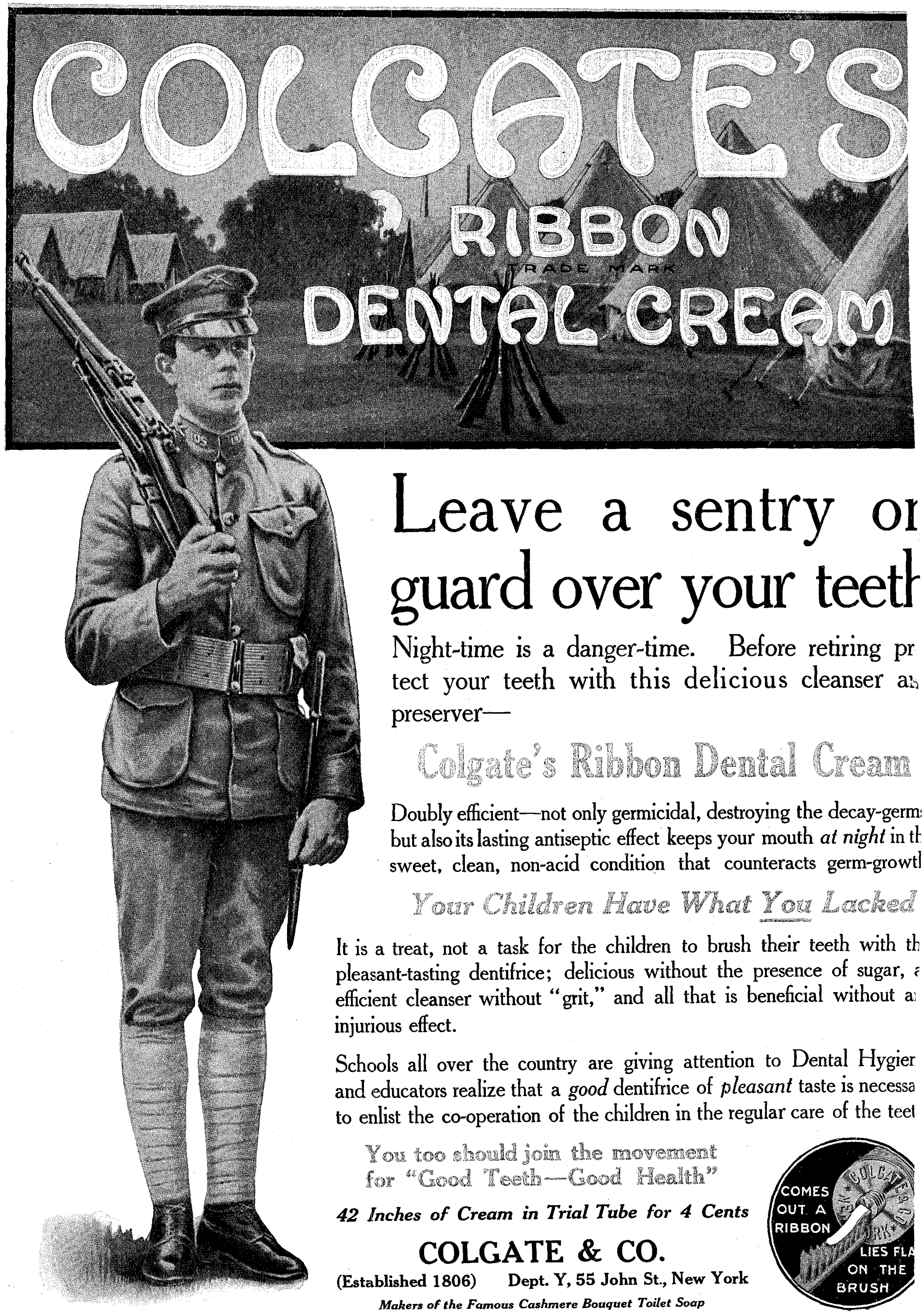

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